

MASON'S
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Forty-five
can be yours
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BI-FOCAL GLASSES
Obtainable from
N. LAZARUS,
HONGKONG'S ONLY EUROPEAN
OPTICIAN.

No. 20,524

號四十五百五零萬二第

日八初月三年子甲

HONGKONG, FRIDAY, APRIL 11TH, 1924 五拜禮

號壹十月四年三十國民華中

PRICE, \$3 PER MONTH

INTIMATIONS

POTASUE.

Water from a Mineral Spring in
Arkansas, U.S.A. The ingredients
as shown by the analysis are ideal
for reducing acidity and it is
especially beneficial in all diseases
of the Stomach, Liver and
Kidneys, for Stone and Gravel,
and for Gouty and Rheumatic
troubles.

SOLE AGENTS

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MACGREGOR
& CO., LTD.

15, QUEEN'S ROAD CENTRAL.

TEL. 75.

SPORTING.

GUNS by W. W. GREENER WEBLEY
and SCOTT, and Other Makers—British,
French and American.

B.S.A. Air Rifles, and Miniature Rifles,
22 Calibre, Repeating and Automatic.
SPORTING CARTRIDGES of all descrip-
tions.

Agents for W. W. GREENER, LIMITED,
BIRMINGHAM.

HONGKONG SPORTING ARMS
AND AMMUNITION STORE.

5-6, BRACKENFIELD ARCADE.

PEAK TRAMWAYS CO., LIMITED.

TIME TABLE

WEEK DAYS			
7.00 a.m.	7.10 a.m.	every 15 minutes	Stop-
7.30 " "	8.00 " "	10 "	ping
8.00 " "	8.30 " "	10 "	Non Stop
8.37 " "	8.47 " "	10 "	Stopping
8.54 " "	9.04 " "	10 "	Non Stop
9.04 " "	9.14 " "	10 "	Stopping
9.11 " "	9.21 " "	10 "	Non Stop
9.20 " "	9.30 " "	10 "	Stopping
9.30 a.m. to 11.00	every 10 minutes	Stop-	
11.30 " "	12.00 p.m.	15 "	ping
12.30 " "	12.40 " "	10 "	Non Stop
12.47 " "	12.57 " "	10 "	Stopping
12.57 " "	1.04 " "	10 "	Non Stop
1.04 " "	1.13 " "	10 "	Stopping
1.13 " "	1.20 " "	10 "	Non Stop
1.20 " "	1.30 " "	10 "	Stopping
1.30 p.m. to 4.00	every 10 minutes	Stop-	
4.00 " "	4.30 " "	15 "	ping
4.30 " "	4.40 " "	10 "	Non Stop
4.47 " "	4.57 " "	10 "	Stopping
4.57 " "	5.04 " "	10 "	Non Stop
5.04 " "	5.13 " "	10 "	Stopping
5.13 " "	5.20 " "	10 "	Non Stop
5.20 " "	5.30 " "	10 "	Stopping
5.30 " "	5.40 " "	10 "	Non Stop
5.47 " "	5.57 " "	10 "	Stopping
5.57 " "	6.04 " "	10 "	Non Stop
6.04 " "	6.13 " "	10 "	Stopping
6.13 " "	6.20 " "	10 "	Non Stop
6.20 " "	6.30 " "	10 "	Stopping

SUNDAYS

7.00 a.m.	7.10 a.m.	every 15 minutes	Stop-
7.30 a.m. to 8.30	11.00 " "	10 "	ping
9.30 " "	12.00 noon	10 "	Non Stop
1.15 " "	1.00 p.m.	10 "	Stopping
1.00 p.m. to 2.30	1.15 " "	15 "	ping
2.30 " "	4.30 " "	10 "	Non Stop
4.30 " "	5.30 " "	15 "	ping
5.30 " "	6.30 " "	10 "	Non Stop
6.40 " "	8.47 " "	10 "	Stopping
8.47 " "	8.57 " "	10 "	Non Stop
8.57 " "	9.04 " "	10 "	Stopping
9.04 " "	9.13 " "	10 "	Non Stop
9.13 " "	9.20 " "	10 "	Stopping
9.20 " "	9.30 " "	10 "	Non Stop
9.30 " "	9.47 " "	10 "	Stopping
9.47 " "	9.54 " "	10 "	Non Stop
9.54 " "	10.04 " "	10 "	Stopping
10.04 " "	10.13 " "	10 "	Non Stop
10.13 " "	10.20 " "	10 "	Stopping
10.20 " "	10.30 " "	10 "	Non Stop
10.30 " "	10.40 " "	10 "	Stopping
10.40 " "	10.50 " "	10 "	Non Stop
10.50 " "	11.00 " "	10 "	Stopping

SATURDAYS

Extra Car—12 midnight.
NIGHT CARS—WEEKDAYS AND SUNDAYS
8.00 p.m., 9.00 p.m., 9.30 p.m.
9.30 p.m. to 11.00 p.m. every 30 minutes
11.15 " " 11.45 " " 15 " " ping
SPECIAL CARS
BY ARRANGEMENT AT THE COMPANY'S OFFICE,
ALEXANDRA BUILDING.

Hongkong, 1st June, 1923.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

	A.M.	A.M.	A.M.	A.M.	FOOT	P.M.	P.M.	P.M.	P.M.
Kowloon.....dep.	6.41	8.35	9.15	10.25	12.00	1.13	4.34	5.27	7.09
Yauwatt.....dep.	6.51	8.45	9.25	10.35	12.10	1.23	4.43	5.37	7.20
Shatin.....dep.	7.03	8.57	9.37	10.47	12.21	1.33	4.53	5.47	7.32
Taipo.....dep.	7.17	9.11	9.51	11.01	12.34	1.46	5.06	6.03	7.45
Taipo Market.....dep.	7.22	9.16	9.56	11.06	12.39	1.51	5.11	6.07	7.49
Fanling.....dep.	7.33	9.27	10.07	11.17	12.48	2.00	5.20	6.17	7.59
Sheung Shui.....dep.	7.38	9.32	10.12	11.22	12.52	2.04	5.24	6.21	8.03
Shum Chun.....arr.	7.44	9.38	10.18	11.28	12.58	2.10	5.30	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	9.28	10.37	11.40	2.43	4.36	5.12	6.03
Sheung Shui.....dep.	7.29	8.13	9.34	10.44	11.47	2.50	4.43	5.19	6.12
Fanling.....dep.	7.33	8.18	9.38	10.48	11.51	3.00	4.49	5.23	6.17
Taipo Market.....dep.	7.43	8.29	9.48	10.58	12.02	3.21	5.01	5.28	6.27
Taipo.....dep.	7.47	8.34	10.12	11.03	12.07	3.27	5.08	5.37	6.31
Shatin.....dep.	8.00	8.47	10.25	11.16	12.21	3.40	5.23	5.50	6.44
Yauwatt.....dep.	8.14	8.59	10.38	11.28	12.34	3.53	5.37	6.02	6.56
Kowloon.....arr.	8.23	9.09	10.46	11.36	12.42	4.01	5.45	6.10	7.04

SHA TAU KOK BRANCH.

	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling.....dep.	7.45	11.30	2.20	5.30	Shatanok.....dep.	8.30	10.15	1.05	5.00
Shatanok.....arr.	8.40	12.25	3.15	7.15	Fanling.....arr.	7.35	11.10	2.00	5.55

Further information may be obtained at the RAILWAY OFFICES, Kowloon, or from
Messrs. THOS. COOK & SON, HONGKONG, or from THE AMERICAN EXPRESS COMPANY,
HONGKONG.

H. P. WINSLOW, Manager.

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GLAZED TILES.

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Sailings.—To Canton daily at 8 a.m. and 10 p.m. (Sundays 10 p.m. only).
From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT Co., LTD.

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Sailings to Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
Sailings from Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

EASTER HOLIDAY EXCURSIONS.

Easter Sunday—18th April "SUTAN" leaves Hongkong at 9 a.m. and
Easter Monday—21st April returns at 9 p.m. from Macao.

Further information may be obtained at the Company's Office: 41, Des Vaux Rd. Central;
Messrs. THOS. COOK & SON, or the AMERICAN EXPRESS COMPANY, Hongkong.

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Average Rates for Single Rooms (without Bath) including meals
Y. 10-13 in cities and some popular resorts.
Y. 8-10 in country districts.

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Chuzenji (Nikko) —	Kyoto —	Nagoya —
Lakeview Hotel	Kyoto Hotel	Nagoya Hotel
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Kashin Hotel	Matsushima —	Nikko —
Karaisawa —	Park Hotel	Kanaya Hotel
Mikasa Hotel	Miyajima —	Osaka —
Mampai Hotel	Miyajima Hotel	Osaka Hotel
Kobe —	Miyoshihita —	Shimonoseki —
Oriental Hotel	Fuji Hotel	San-ye Hotel
Tor Hotel	Nagasaki —	Japan Hotel

IN TAIWAN (FORMOSA):		
Fusan —	Changchun —	Hoten (Mukden) —
Fusan Station Hotel	Yamato Hotel	Yamato Hotel
Keio (Seoul) —	Dairen —	Byeun (Port Arthur) —
Chosen Hotel	Yamato Hotel	Yamato Hotel
Shanghai —	Hongkong —	Yamato Hotel
Shanghai Station Hotel	Yamato Hotel	

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ST. GEORGE'S DAY.

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Fancy or Evening Dress Optional.

AUGMENTED JAZZ ORCHESTRA.

SPECIAL COACH 12.00 MIDNIGHT.

LATE CAR TO THE PEAK 1.00 A.M.

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(TELEPHONE C. 32)

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of Merchandise and Private Effects and Curios.

REGULAR SHIPMENTS TO ALL PARTS. CONSIGNMENTS CLEARED
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TELEGRAPHIC ADDRESS: COUPON.

LOCAL ADDRESS:—
HONGKONG HOTEL BUILDING.
TELEPHONE: CENTRAL No. 524-5.

HOTELS

THE

HONGKONG

HONGKONG HOTEL; REPULSE BAY HOTEL
PEAK HOTEL:

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"KREMLIN, HONGKONG."

AND

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Hotel Launch meets all Steamers.

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7 hours by Water in very up-to-date Steamers
via the Pearl River.

The Only European Hotel in Canton.
Cooking exclusively under European
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Official Hotel for all the leading
Tourist Cos. in the World.

European or American Plan.

This Hotel has just been renovated and
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spacious Lounges in the Orient, 1923.

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Electric Light and Fans Throughout.

EVERY ROOM WITH PRIVATE BATH.

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Cuisine under the personal supervision of
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Mirror Making.

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Undertaken.

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BUY MODERN STAMPS NOW. WE HAVE THE STOCK.

Old Stamps are getting scarcer as time rolls
on, but we should not lose sight of the
undisputable fact that they once were "Young"
Stamps and Cheap to Buy. The "Young"
Stamps of recent issues will grow Old too, and
with the attainment of Riper Age, they also
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DEALERS IN POSTAGE STAMPS. VIEW
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SWATOW DRAWN WORK HAND-MADE LACES
SILK EMBROIDERIES. IVORY WARE
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All kinds of LADIES' FANCY GOODS.

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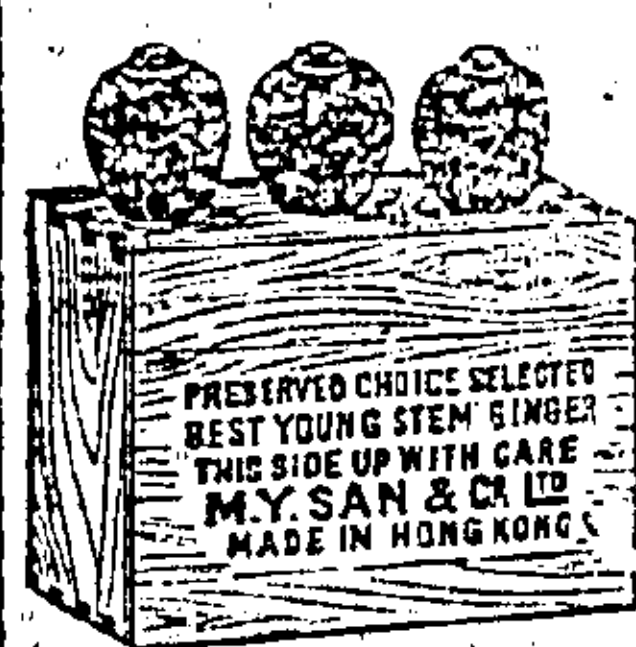
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Excellent Opportunities for Competants in Bicycle Races.

HANG LEE CYCLE CO.,

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Next to PALACE HOTEL.

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SEA-GRASS and RATTAN FURNITURE

that will give you the Utmost SATISFACTION in every point of EXCELLENCE is

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"DO BE CHAIRFUL" COMPANY

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The CITROEN.

The Last Word in Car-Economy

RUNNING COSTS LOWER.

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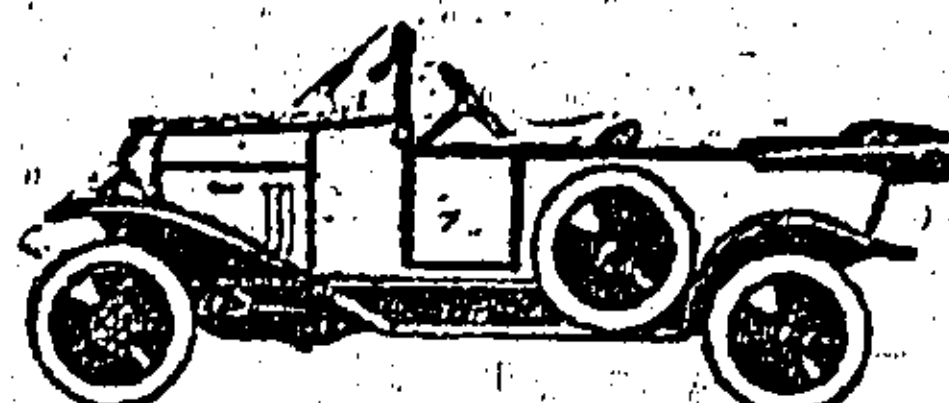
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COMPANY MEETING.

HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

The second ordinary yearly meeting of shareholders of the above company (at which the Directors' Report and a statement of accounts for the half-year ended December 31st, 1923, were presented) was held at the offices of Messrs. Shewan, Tomes and Co., St. George's Building, yesterday.

Mr. R. G. Shewan (Chairman) presided, and other directors present were the Very Rev. Father Robert and Mr. J. Scott Harston, with Mr. S. Courtney Cook (Secretary). Shareholders were represented by Messrs. A. W. Smith, Fung Tak Hang, M. A. Razack, Woo Yee Tak, Chan Chan Nam, F. J. Easterbrook, and L. Guin.

In proposing the adoption of the report the CHAIRMAN said: Although we are able to report a small profit for the half-year we are still left with an adverse balance of \$34,737.41 as the result of the first year's working.

On the whole this is not an unsatisfactory result for the first year's working of a new Company like ours. As the Chairman at the last meeting pointed out, we had to start from the beginning, and much time and money were expended before we could get together a trained staff and the considerable amount of plant and equipment which is essential for the business of a large contractor; and then we had to set to work to secure business. To do that we took some contracts which, at first, we expected would bring us a profit, though only a small one, but which, as a matter of fact, have left some small losses. They, however, served our purpose, which was to bring ourselves before the public as experienced designers and constructors in reinforced concrete by the most up-to-date methods. In this respect we may claim some measure of success, portions of our work having been subjected to 'very severe tests with satisfactory results.

Unexpected difficulties have also been encountered in connection with certain Government contracts and some losses have been sustained, which, I am sorry to say, were partly due to a want of forethought and proper supervision in the early stages of the work on the part of the person then in charge of those contracts. These difficulties have since been overcome and work on the contracts is now proceeding more satisfactorily.

As regards the future we need not feel at all apprehensive as we have enough work in hand to keep our plant, equipment and staff fully employed, so that our overhead expenses may be based on the lowest possible percentage of cost. In this respect I may tell you that contracts for work now in progress amount to more than \$2,000,000.

The method of piling which is known as the "Franki" piling system has been thoroughly tested in actual foundations and has not only given all the results promised but has stood far higher tests than are required. We claim that this method of piling provides both stronger and cheaper foundations than the usual methods, particularly in difficult or reclaimed ground, and we hope to see this process in general use for works of importance in this Colony before long.

I do not want to appear to be too optimistic or to promise more than we can perform, but we have paid for our experience; our organisation has improved with that experience and as we now, with our improved organisation, are in better shape in every way than we were six months ago, I see no reason why we should not be able to lay before you a much more encouraging report this time next year.

Mr. J. H. Taggart has recently retired from our Board of Directors. I take this opportunity of acknowledging our great indebtedness to Mr. Taggart for his valuable assistance as first Managing Director of this Company, and I much regret that he feels it necessary to take this step as he considers that his position as Managing Director of certain other companies might lead to a conflict of interests in connection with building contracts now in hand and under consideration.

The adoption of the report, etc., was seconded by the Very Rev. Father Robert, and carried unanimously.

On a proposal by Mr. RAZACK, seconded by Mr. SMITH, the retiring directors (the Hon. Mr. C. P. Chater, C.M.G., and Mr. J. Scott Harston) were re-elected.

Messrs. Lowe, Bingham and Matthews, the retiring auditors, were re-elected for the ensuing year at a remuneration of \$800 on a proposal by Mr. Fung Tak Hang, seconded by Mr. EASTERBROOK. This concluded the business before the meeting.

P.O. BANKING CORPORATION LIMITED.

(Incorporated in England, 1920) with which is affiliated

THE ALLAHABAD BANK LTD.

INDIA.

AUTHORISED CAPITAL ... 25,000,000
RESERVE FUND ... 12,500,000
RESERVE FUND ... 12,500,000

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122, Leadenhall Street, London, E.C.3.

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EASTERN BRANCHES:

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The Corporation undertakes General Banking and Exchange Business of every description and in addition to its Branches has Agencies in all the principal Cities of the World.

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CAPITAL (FULLY PAID) ... 55,000,000
RESERVE FUND ... 25,000,000
CAPITAL CONTRIBUTED BY THE RUSSIAN GOVERNMENT ... 35,000,000
RESERVE FUND ... 1,750,000

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PARIS: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France; Banque de Paris et des Pays-Bas.

Lyon: Societe Generale pour Favoriser le Developpement du Commerce et de l'Industrie en France.

New York: The Irving Bank; Columbia Trust Company.

SAN FRANCISCO: The Crocker National Bank of San Francisco.

BRANCHES IN ASIA:

Changhai, Hankow, Manchou, Tientsin, Chefoo, Harbin, Newchwang, Urumchi, Dairen, Hongkong, Peking, Yokohama, Haikar, Kashgar, Shanghai.

HONGKONG BRANCH:

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Local Bills discounted.

Foreign Exchange on the Principal Cities of the World bought and sold.

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GENERAL Banking and Exchange Business transacted.

Loans granted on approved securities. Current Accounts opened and Fixed Deposits received at Rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU,

HONGKONG TIDE TABLE.

From April 11th to 17th, 1924.

Days of Week	Day of Month	High Water		Low Water	
		H' Lung Standard Time.	Height.	H' Lung Standard Time.	Height.
Fri.	11	h. m. 2 44	ft. in. 4 0	h. m. 5 32	ft. in. 2 5
Satur.	12	h. m. 0 58	ft. in. 6 0	h. m. 2 46	ft. in. 2 5
Sun.	13	h. m. 1 53	ft. in. 5 9	h. m. 10 31	ft. in. 2 2
Mon.	14	h. m. 3 18	ft. in. 5 9	h. m. 11 55	ft. in. 2 1
Tues.	15	h. m. 4 46	ft. in. 5 0	h. m. 10 22	ft. in. 4 3
Wed.	16	h. m. 5 56	ft. in. 5 2	h. m. 11 14	ft. in. 3 8
Thur.	17	h. m. 7 24	ft. in. 5 4	h. m. 9 45	ft. in. 1 7
		h. m. 7 50	ft. in. 6 6	h. m. 1 37	ft. in. 2 6

GERMAN SILVER COINAGE.

BERLIN, March 14th.

It has been decided that silver coinage up to the amount of five marks per head of the population shall be issued, to augment the currency. If the whole amount is issued it would represent an additional 300,000,000 gold marks. The report that the Reichsbank has been buying silver in the open market is denied. The bank is stated to possess sufficient silver for the purpose.—Times.

HONGKONG SHARE MARKET CLOSING QUOTATIONS.

APRIL 10th, 1924.

Hongkong and Shanghai Banks	\$1.105 b.
H.K. & S. M. Steamships	\$3.04 b.
Langkate (London)	\$1.26 b.
Kowloon Wharves	\$1.91 b.
Whampoa Docks	\$1.47 b.
Hongkong Land	\$1.13 b.
Hongkong Hotels	\$1.19 (old) b., \$1.13 (new) b.
Humphreys Estates	\$2.4 b.
Shanghai Cottons	\$1.60 b.
Cement	\$2.55 (old) b., \$2.03 (new) b.
Dairy Farms	\$2.5 b.
Hongkong Electric	\$3.54 b.
China Lights	\$1.44 (old) b., \$1.34 (new) b.
Hongkong Tram	\$2.25 b.
Peak Tramways	\$1.7 b.

b.—buyers; s.—sellers; ab.—allies.

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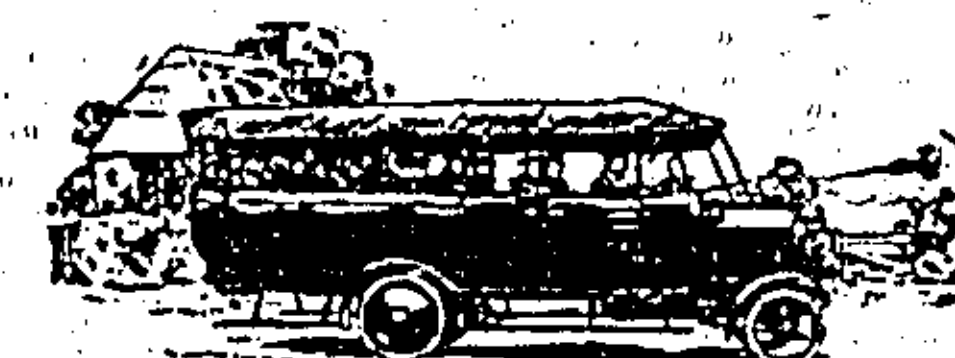
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Tan Calf, No Heels
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The rubber used in the soles of K Crepe Shoes is so tough that, after months of hard service, even the surface corrugations show scarcely any signs of wear.

Vulcanized by a special process, these soles remain unaffected by temperature, while the new method which welds the two soles together without stitches, practically eliminates the risk of splitting or breaking away.

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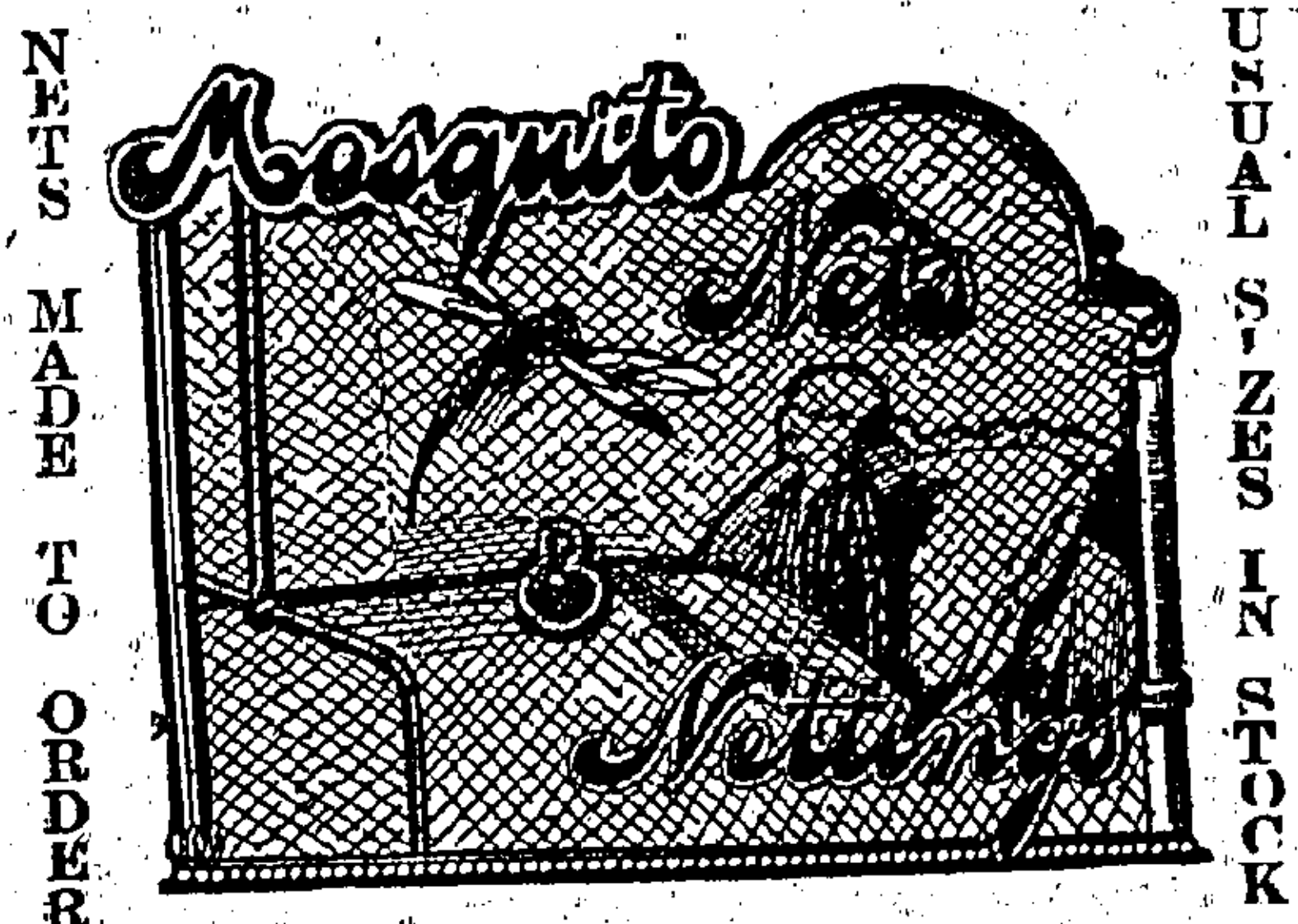
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AND DURABLE QUALITY.
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TERMS CASH.

THE MUNICIPAL FINANCES OF SHANGHAI.

THE YIELD ON TAXATION.

The report of the Commissioner of Revenue states that the yield of the General Municipal Rate for 1922 and 1923 was as follows:—

	1922.	1923.
Tls.	Tls.	Tls.
Foreign Houses	1,373,115	1,467,453
Chinese Houses	1,421,014	1,521,548

The Commissioner writes: "The year under review has marked the completion of several of the finest office buildings erected in Shanghai, the taxation on which has had a marked effect on the receipts from foreign rates. With the continued trade depression prevailing over practically the whole of China and the consequent stagnation of business in Shanghai, it is to be feared that the high rentals now obtaining for office accommodation cannot long be maintained. Considering, however, the chaotic condition of China, politically and commercially, it is a matter of surprise that the commercial state of Shanghai has been so well maintained.

Shanghai being essentially a commercial city and a distributing centre for foreign trade in China, it necessarily follows that the prosperity of the Port must to a great extent, if not entirely, depend on the political and economic condition of China. Such being the case, it is only reasonable to suppose that there is a great future for this city when China decides to throw off her senseless wrangling and party strife and the country is allowed to settle down to her former peaceful avocations. Until this time arrives and merchants have encouragement for trading with the interior, it is useless to expect a return to Shanghai's former commercial prosperity.

The fact that influential Chinese continue to acquire land for residential purposes in and around the foreign settlements would appear to show that the better classes are not slow to recognize the benefits of efficient Municipal administration.

The Ordinary Income for 1923 is well over the Budget Estimates and also shows a substantial advance on last year's figures."

ELECTRICITY EARNINGS UP.

Notwithstanding the continued trade depression, says the electricity report, the sales of electricity in 1923 for various purposes have increased from 222,457,381 to 272,263,861 kilowatt-hours, or 17.12 per cent. The result of the year's trading shows a net profit of Tls. 1,514,884. Whilst the sales of electricity for light, heat and traction came closely to the estimated figures, the sales for power purposes are short by 13,578,115. In the report for 1922 reference was made to the inactivity of most of the flour mills supplied with electric power. During 1923 this industry was more active, and most of the mills were working at intervals. Against this recovery has to be set the falling off of demand in the cotton spinning industry. Although few of the mills actually ceased to run, some of them went on half time, consequently the sales of electricity were lessened proportionately. Mills in which new spinning plant had been added did not put this new machinery into service. Considering the depressed condition of the cotton industry the fact that there has been an actual increase in sales of power may be regarded with satisfaction.

REVENUE AND EXPENDITURE.

The financial report of the whole Settlement showed ordinary revenue of Tls. 7,459,506 and expenditure Tls. 7,027,738. In contrast with the surplus shown here, there was a deficit on the extraordinary budget of Tls. 719,501—Tls. 4,490,773 received and Tls. 5,193,364 spent.

LOANS.

The amount authorized to be raised in 1923 was Tls. 6,000,000 of which Tls. 3,000,000 were required for General Purposes and a like amount for the Electricity Department.

It was decided to issue a 6 per cent Silver Loan at par, redeemable on December 31st, 1923, the Council reserving to itself the option of redemption in whole or in part on December 31st, 1923, or at any subsequent date. A total of Tls. 4,479,800 was raised by the end of the year to which sum should be added Tls. 440,200 allotted between January 1st and February 5th, 1924, making a grand total of Tls. 4,920,000, of which Tls. 2,023,000 was subscribed through the Municipal Investment Bank, Tls. 1,548,100 from public issues, and Tls. 348,900 from Electricity Power Consumers.

MUNICIPAL INVESTMENT BANK.

The number of active depositors at the close of the year was 1,559, as compared with 1,374 on December 31st, 1922. Debenture holders availing themselves of the facilities offered for the automatic reinvestment of interest accruing due on the Council's Loans have increased from 722 to 801. The following figures illustrate the progress of the Bank since its inauguration on September 1st, 1919:—

	Tls.
Loan of 1919	21,280
" 1920	114,515
" 1921	1,500,000
" 1922	3,770,500
" 1923	2,023,000
Total	Tls. 7,440,005

A BRIGHT FLASH.

FATALITY ON A POLE TOP.

Mystery surrounds the death of a Chinese who was electrocuted on the hillside at Pokfulam, near Sassoon Road, on Wednesday afternoon. Some earth coolies who were seated outside a matchbox saw the man climb an electric standard, when he reached the top they observed a bright flash amongst the wires, and the climber fell backwards to the ground. Police officers were called. The man was dead. On his left hand was a rubber globe of the pattern issued by the local Electric Company. The other globe was found at the foot of the pole, near the body.

But, on inquiry, it is established that deceased was not an employee of the Company.

It is presumed that he was attempting to tap the main so as to lead in current to a nearby house.

A MAGISTRATE'S CURIOSITY.

SIGNBOARDS AND MANGOES.

Mr. E. W. Hamilton, sitting at the Magistracy yesterday, was in curious mood. He had two comparatively simple cases before him. In one a Chinese walked off with the signboard of the New Zealand Fire Insurance Company. In the other a Chinese walked off with six mangoes. The first culprit received seven days' hard labour, and the second three weeks, but before imposing the sentences Mr. Hamilton was anxious to know, in regard to the first case why the man took the signboard, and, in regard to the second, what would happen to the mangoes. (They were good-looking mangoes.) The first defendant had no idea why he purloined the board, so the Magistrate answered his own question: (1) Perhaps the Chinese thought it was a nice, pretty board; (2) Perhaps he wanted it for firewood. "More likely the latter," added his Worship.

The second defendant was not concerned with what would happen to the mangoes. That he would not get them was certain. It was explained by a police official that mangoes were classed as perishable goods, and could not, therefore, go into the Magistracy store. Perhaps, suggested the official, the fruit could be sold. Perhaps it was.

THE LINCING OUTRAGE.

COMPENSATION CLAIMS \$354,250 STILL OUTSTANDING.

The Diplomatic Corps on the 3rd inst. forwarded to the Walehinopu a written inquiry as to their claim to indemnity in connection with the Lincing outrage.

The estimates of the indemnity as laid down by the Diplomatic Corps in their Note dated August 10th of last year amount to \$354,250, including sums from \$143,639, which is demanded by the United States and is the maximum of all the amounts claimed by the six Powers whose nationals fell victims to the Lincing outrage, down to \$6,789, which is demanded by Denmark.—*Eastern News Agency.*

MOTOR-DRIVEN VEHICLES

AT SHANGHAI.

The Shanghai Municipal Report gives the following table of the number of motor-driven vehicles on the register on December 31st, 1923, compared with the corresponding date in 1922:—

Description.	1922.	1923.
Cars, private	2,377	2,039
Cars, public	360	342
Cars, trade	47	18
Lorries and vans	421	374
Cycles	287	255
	3,492	3,035

There are still 10 faithful users of sedan chairs, the same as in 1922.

ABSENT COUNSEL.

RECORDER'S PROTEST AT OLD BAILEY.

At the Central Criminal Court, when a case was about to be tried before the Recorder, it was learned that the counsel for the prosecution was not present.

The Recorder (Sir Ernest Wild, K.C.): I will not have this Court treated with disrespect. It would not happen in any other Court. This is the first Assize Court of the Empire, and it will not be treated with disrespect.

Later the Recorder left the Court, saying that he would be informed when there was a case ready for trial. On taking his seat again, the Recorder said it must be widely known that counsel would have to be present at the sitting of the Court. If they were not present or represented he would take drastic steps, either to disallow their fees, or by putting the case in, which they were engaged to the very bottom of the list. He added, "I expect counsel to treat me with ordinary respect. I represent the King and will not have His Majesty treated like this. It is conduct that would not be tolerated in the King's Bench, and it will not be tolerated here."

SPORT.

TENNIS.

A BRIGHT GAME.

It is doubtful whether tennis lovers have seen a more sporting game of tennis in the annual tournament this season than that played off yesterday when R. E. Worthington met and defeated G. W. Sewell in the semi-final of the Club Championship. Although Worthington won by three straight sets, 6-4, 6-2, 6-3, it was a ding-dong game from start to finish. Sewell putting up a very fine game against a much better man. Worthington was on the top of his form and if he plays in the Open Singles as he played yesterday he will be a hot candidate for the Championship.

An interesting match is down for decision to-day on the Stand Court between R. E. Worthington and F. A. Redmond and W. Hattersley Smith and G. Williams.

BASKET BALL.

LOCAL CHAMPIONSHIP.

Below are the final results in the above League. The Championship Shield, presented by the American A. Club, Hongkong, and held by the Chinese Y.M.C.A. for two years 1922-3, goes to the new Champions, the Railroad Recreation Club this year. The following played for the winners:—Lai Yau Kit (capt.), Shek Wing Kwan, Wan Kwong Ting, Ny Po Lau, Lee Shun Wah, Wong To Ping, Sung Yau Tak and Lee Hon Ping.

	P.	W.	L.	P.
Railroad Rec. Club	8	6	0	6
St. Paul's College	6	5	1	5
Queen's College	6	4	2	4
Y.M.C.A.	6	3	3	3
Kowloon British School Old Boys	6	2	4	2
South China A.A.	6	1	5	1
Hongkong University	6	0	6	0

FOOTBALL.

SOUTH CHINA F.C. CLUB.

South China have agreed to play their return league match with the Club on the Club-ground on Saturday (kick-off, 3 p.m.). The following will represent the Club:—G. Rodger, W. Gerrard and C. E. Bishop; A. Mair, J. Stewart and G. Angus; G. Watson, A. S. Forsyth (capt.), H. T. Buxton, A. G. Howard and S. D. Begg. Reserves: A. Ferguson and D. Lyon.

KOWLOON F.C. F.M.S. "AMBROSE."

The following have been selected to play for the Kowloon F.C. in their League match v. H.M.S. Ambrose, on Saturday, on the Navy "A" ground (kick-off, 4.45 p.m.):—A. Duncan, F. Wheeler and J. Morton; M. Howarth, J. McKelvie and H. G. K. Wheeler; A. Latham, A. Turner, S. Hayes, H. Roberts and K. Mason. Reserves: W. Walls and A. Spary.

A MUSICAL EVENING AT MACAO.

Those who had the good fortune to attend the first concert of the Macao Amateur Dramatic and Music Society at the Teatro D. Pedro V. were treated to a feast of symphony, writes our Macao correspondent. The programme was excellently selected. The Portuguese items were the most popular, and "No fim do mundo," "Ay, ay, ay," "A Cancao da Margarida," "A Serrana" were greeted with greatest applause. When the Society decides to give a performance in Hongkong, music lovers should take advantage of the opportunity to hear the melodious and delightful tunes of Portugal. Each performer played with perfect technique and execution.

The contributors to the programme were Mrs. Vasconcellos e Sa, Miss Maria Rego, Sr. Ber. de Sousa Fernandes, Miss Maria de Sousa Fernandes, Miss Maria Gomes, Sr. Francisco Rego, a chorus of fourteen voices and an orchestra.

UNACCOUNTED FUNDS OF TSINGTAO.

A Tsingtao correspondent cabled to the N.C. Daily News on the 4th inst:—

The former Director-General was stopped at the station last night when it was said, he was trying to slip out of the town, by officers of the new Administration, who demanded that he should account for \$3,000,000 of which it is alleged there are no records. All of the former officials have now been dismissed by the new Governor, Mr. Kao En Hurg, except the Chief of the Forest Bureau.

NOTICE.

THE HONGKONG HOTEL

desires to announce that the NEW ROOF GARDEN Entrance will be available for Guests attending the Dinner to His Honour Sir WM. REES-DAVISON SATURDAY EVENING Next.

THE
HONGKONG & SHANGHAI
HOTELS, LTD.

HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.

LOST.

APPLICATION has been made to this Company to issue to the Hon. Mr. CHAU KIU KI, of Hongkong, 5 Duplicate Certificates for Two Thousand Five Hundred Shares in this Company, numbered 00554, 00555, 00556, 00557, 00558, upon statement that the Original Certificates Nos. 00554, 00555, 00556, 00557, 00558, dated 23rd January, 1924, together with relative Transfer Deeds attached, have been LOST or MISLAIN; and NOTICE IS HEREBY GIVEN that if within Thirty Days from the Date hereof No Claim or Representation in respect of such Original Certificates are made to this Company, we will then proceed to deal with such Application.

For HONGKONG DEVELOPMENT, BUILDING AND SAVINGS SOCIETY, LTD.,
EDWARD R. RAYMOND,
Secretary.
Hongkong, 3rd April, 1924.

CHEUNG CHOW.

MODERN Cottage to Let, Furnished, from May 1st. Two Bedrooms, Large Sitting Room, Garden. Near Bathing Beach. Write C. c/o Hongkong Daily Press.

TO LET FURNISHED.

FROM 1st June NEW HOUSE at Drawing and Dining Room and Library. Hot and Cold Water laid on. Floor Sanitary System, Servants' Quarters and Garage, 1 1/2 acres of Ground. Apply to—
GEO. P. LAMBERT,
4, Queen's Road Central.

TO LET.

A NEW Modern 3-Storey European HOUSE with a Large Garden. No. 22, KENNEDY ROAD, opposite to Ship Street. Each Flat contains Four Big Rooms besides Bath room, Kitchen and Servants' Quarters. Reasonable Rent. Inspection convenient at any time. Apply to—
MR. JONG TOY,
22A, Kennedy Road.

TO LET.

FURNISHED HOUSE, in Good Position at PEAK. Hot and Cold Baths. From Middle April to September. Apply Box No. 489, c/o Hongkong Daily Press.

S.S. "CHAMBERD."

SERVICES CONTRACTABLES DES
MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLE, LES, also Cargo ex "VILLE DE METZ" from Bordeaux in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasures and Valuables are being landed and stored at their risks in the godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 14th instant, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 18th instant, or they will not be recognized. All damaged packages will be examined on Monday, the 14th instant, at 10 a.m. by Messrs. Goldard & Douglas.

No Fire insurance has been effected.
R. RODEFUSER,
Acting Agent.
Hongkong, 8th April, 1924.

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "H. E. L. N. S." are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 9th April.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined, on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th April will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 28th April or they will not be recognized. No Fire insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th April, 1924.

THE "HONGSHAN" ENQUIRY.

EVIDENCE CLOSED.

CHIEF OFFICER IN THE BOX.

The Court of Enquiry into the stranding of the s.s. *Hongshan* was continued yesterday.

The following were the members of the Court:—Lieut. Comdr. Conway Hake, Lieut. Comdr. E. J. H. Dawson, Capt. Davidson, Capt. P. Going and Capt. J. H. Woolcott.

Mr. G. K. Hall Branton, solicitor, appeared on behalf of the China Coast Officers' Guild, and Mr. Eldon Potter, K.C., barrister-at-law, represented the owners, the Hongkong, Canton and Macao Steamboat Company.

The first witness called was Mr. James Patrick Gibson, a master mariner and Chief Officer of the s.s. *Hongshan*. He said that on the night of the stranding he relieved the second officer at 2:30 a.m. The No. 1 pilot was on duty. Just past Tiger Island it was foggy and he started his whistle. Two blasts were blown and then the Captain came on the bridge and, naturally, the Captain, when he came on the bridge, took over command. It continued foggy. The Captain suggested that if they did not make Blake Point soon they should drop anchor but just then they made the point.

The witness described the journey up to Shum Cho village where they passed one lot of sampans and later they "picked up" what they thought to be another lot of sampans. He proceeded to say: "The Captain gave the order to starboard with the idea of passing them. I was then on the port side of the bridge looking at the lights of Shum Cho village. I then went to starboard and looked right over the side and saw the very faint glimmer of a green light. It was then that I made the exclamation: 'J. C.—it's the Junk Rock buoy.' I had to look right down before I could distinguish the light. Immediately when I saw sampans ahead the order to starboard was given. The engines were stopped, but, of course, the ship struck."

Mr. Branton: Could you give us the length of time between the Captain giving the order to starboard and the time you first saw the glimmer?

Witness: Well, it would not be more than half a minute or a little more than that, probably.

Can you tell us whether the ship was sheering off to port when the Captain gave the order?—I do not know what they were doing in the wheelhouse. After passing Terrace Head my whole idea was to pick up Junk Rock buoy.

Did you see the light as you were approaching?—No; I did not until I looked right down over. The light looked as if it wanted trimming very badly.

Witness, replying to further questions, said the ship was proceeding slowly and the tide must have been the beginning of the flow. When the ship struck he sound the bells and found that the ship was making water. While making his inspection the engines were started. Everything possible that a seaman could do for the safety of the passengers was done.

Mr. Gibson then related what arrangements were made for the transferring of the passengers to the *Kwongai*. There was no panic. The Chinese were transferred first and the Europeans afterwards.

Mr. Branton: Do you know the course the pilot set from Tai Kok Tau?—I don't know, but I know the course he should have set—S.W.S.—S. I might mention that I have been up the river in just as foggy weather.

With regard to the second lot of sampans, what did you think they were?—Well, they might have been fishing boats, or ferry boats or boats at anchor. I state that we have to continually dodge sampans up the river.

Now, as a matter of fact, you were further up the river than you thought you were?—Everybody must have imagined that, or we would not have let the ship hit it.

Cross-examined by Mr. Potter: Do you agree with the pilot's evidence as to the course he steers?

Mr. Gibson: I do not.

Does he consult you?—Not always.

Does he give orders to the Quartermaster without consulting you?—Yes, but if I thought he was not correct I would tell him so.

When you got to Shum Cho village you realized that you were near to Junk Rock Island?—Yes.

Were you surprised when you got to that village that you had not picked up the light?—Yes.

Don't you think when you got there and you had not picked up the light that some measures ought to have been taken?—No.

Asked as to the speed of the ship, Mr. Gibson said there was a flood tide and he estimated the speed at 6 to 7 knots per hour.

What visibility was there a few minutes before she struck?—I don't know what you call it. I could see the sampans. I picked them up about half a ship's length in front. I should say about 100 to 200 feet away.

Lieut. Comdr. Dawson: Do you ever use the lead?—Yes.

Did you use on this occasion?—No, it was not necessary.

Well, before you struck what distance was the *Fishing* in front?—About two ship's length; about 600 feet.

EVIDENCE OF THE LOOK OUT MAN.

Leung Wang, a sailor and the look-out man at the time of the stranding, told the Court he knew there was a buoy situated at Junk Rock but on the occasion in question he did not see it until after the ship struck; neither did he see any light.

Asked by the President if it was usual for him to report lights or anything unusual to the bridge, the witness said it was.

Mr. Branton announced that this was all the evidence he proposed to put before the Court.

CAPTAIN OF THE "KWONGAI" CALLED.

Mr. Potter said he had proposed to call Captain Haycock of the s.s. *Kwongai* who was present in Court, whose ship came on the scene of the stranding a few minutes afterwards, to say whether there was a light on the Junk Rock buoy or not, but in view of the Chief Officer's evidence, that there was a faint light burning at the time of the stranding, he did not know whether the Court thought it necessary for him to be called.

The Court decided to call Capt. Haycock, who stated that he saw the green light on the buoy at 5:40 a.m. It was not bright, just burning half and half.

Mr. Branton, cross-examining: It seems an absurd question to ask Capt. Haycock, but you can't say what the light was like at 4:50, or 4:51 a.m.?—Impossible.

Asked by Capt. Going to describe where he first encountered fog on the river, the witness said at Chain Rock. It cleared up until they reached First Bar Light where they struck it again. He did not anchor.

WHAT CAPT. HAYCOCK WOULD HAVE DONE.

Capt. Woolcott: If you had not seen Junk Rock buoy, would you have considered it safe to proceed?—No.

Mr. Potter: If you had not seen the light what would you have done?—I should have got over to the other side and passed the buoy and then have anchored.

CAPT. THOMAS RECALLED.

Capt. Thomas was recalled at the request of the President who asked him, Why did you beach the ship on the North bank?—Because I noticed as soon as I put the engines slow ahead that the ship was swinging and then to have swung her round again would have taken time and possibly she would have sunk in deep water. I had to act quickly and my main thought was to save the passengers.

The President: The situation called for immediate action?—Yes, the only thing to be done was to keep her swinging.

THE CANTON RIVER PILOTS.

Lieut. Comdr. Dawson: Who are the pilots engaged by the master or the Company?—We engage them.

Commander Dawson: This pilot seems to have been running on the river as a No. 1 pilot since 1915 without a licence until March of this year?

The witness replied that none of the pilots on the river were licensed, with the exception of three.

Then there are no Regulations for licensed or unlicensed pilots?

The witness replied that there were Regulations, but they were not compulsory.

The President of the Court produced a copy of the Regulations governing the pilot service of the Canton River and read a paragraph to the effect that any ship carrying an unlicensed pilot was liable to a fine of \$100.

The witness explained that it was an ancient custom and usage, since about 1892 to have unlicensed pilots on board the river steamers, but these pilots were fully experienced and had been trained on the river from their youth upwards, and that they were gradually promoted from quartermasters after many years of experience.

The President: And the Canton Authorities have taken no exception to this?—No.

Capt. Thomas asked permission to make a statement concerning the No. 1 Pilot's evidence which he thought would be commented on by the public. Capt. Going had asked if the No. 1 pilot would refuse or ignore the orders of the Chief Officer. I would like to explain that on the river boats we have frequent changes of officers. Some of them are youths, and when they come I say to them: "I do not wish you to alter the course set by the pilot"—that is if the officers do not know the river. I say: "There is a telegraph on the bridge which is absolutely under your control and you can always stop the ship; therefore remember if you see anything, such as an infringement of the rule of the road, you must pull up." But if a senior officer comes to the ship we leave it to his discretion.

The President said that no-one would think of disputing the pilot's orders except the Captain. He thought Capt. Thomas could take it from the Court that the pilot's evidence was given in the right spirit and should be looked upon as complimentary to the Officers.

Capt. Thomas: Thank you, sir.

THE CASE FOR THE COMPANY.

Mr. Potter briefly addressed the Court saying he was not there for the purpose of finding someone to blame for the accident. He wished only to be of some assistance to the Court in coming to their decision. There was nothing so distasteful to Counsel as to attack any ship's officer of long experience. There seemed to be four points which he thought were worthy of consideration. It was, he thought, the bounden duty of the captain to have informed his owners of the countermanding of his orders as soon as he heard of it himself, in fairness to them and to himself. The captain said that he knew that an enquiry was coming off and that he knew the evidence would come out then, but eleven hour evidence was apt to be discredited. Dealing with the question of the veracity of the pilot, Mr. Potter said the man appeared to have a remarkable memory, a phenomenal memory, a memory worthy of a far better position than a pilot on a river boat, and it occurred to him that the pilot had carefully studied what he was going to say before he came into Court. In regard to the pilot's position on board, he seemed to have virtual control of the boat, and he would suggest that it was hardly a right system of navigation.

The third point was one of considerable importance: Was there a light on Junk Rock buoy? Until that morning he had thought that the captain's case would be that there was no light on the buoy that night, but Mr. Gibson had told them that there was a light, although it was a very faint one. Capt. Haycock had told them that the light was visible at 5:40, which was only about forty minutes after the *Hongshan* struck. Perhaps, as the captain said, the light was trimmed between the two times. He contended that the boat was entirely out of her course. He was not trying to exaggerate; the members of the Court were all experienced men and would understand what he meant when he said she was entirely out of her course. The point he wanted to make was. Ought the captain to have known that he was near Junk Rock? Ought he to have realised that he was almost on top of it? And ought he not, in view of the fact that he had seen no light, to have taken some steps to avoid danger? Counsel recalled that when he examined him the captain put to him the position of being placed in a dark room and walking across it without bumping into something—a chair or a table. In answer to that he would say that he thought if he could see the walls he would be optimistic enough to say he could find the door without colliding with anything. Capt. Thomas admitting he could see both banks.

THE CASE FOR THE CAPTAIN.

Mr. Branton submitted that it was perfectly sound policy to allow the pilots control of the ship. They were men who were brought up to be pilots and were selected because of their knowledge of the river. They started as quartermasters, were promoted to second pilots, and, finally, were appointed first pilots. They were on the boats for the sole purpose of piloting the boats up the river. Referring to Mr. Potter's references to the memory of the pilot for times, Mr. Branton said these pilots steered their course by times—five minutes to such and such a point, and three minutes to the next place, and so on. They had been every inch of the way and knew the set courses off by heart. There seemed a dual responsibility between the captain and the pilot. Officers on these boats were changed very frequently, and a new officer who knew nothing of the river could not be expected to tell the pilot, of all persons, what to do, and it was absolutely impossible for the captain to be on the bridge from the time the boat left the wharf at Hongkong till she reached Canton. Mr. Branton said that the quartermaster must have obeyed the order of the pilot; the *Hongshan* could not have been pointing to the shore had he not done so. It was an impossibility. He was used to obeying the orders of the pilots, and probably did it instinctively.

There were three reasons for the accident: the first that the pilot placed the boat on a different course without the knowledge of the captain. The captain thought that the usual course had been set and that she should therefore have been nearer to the north bank.

The second was that there was no light visible on the Junk Rock buoy. The evidence was conclusive. What Capt. Haycock saw at 5:40 a.m. had no bearing at all. The third reason was that the captain's orders were countermanded. The act of porting the helm turned the boat on to the rock, whereas, had she continued to bear to the starboard, there was a possibility that she would have got through on the south of the rock without touching. She might have got through and then the captain could have given the order to port and they would have got in the straight again. Mr. Potter had said that the captain should have known his position. Three things pointed to the opposite. He did not know that the usual course was not being followed; he thought the sampans were ferry boats which ran to the north side of the river; and he did not know that there was a flood tide running which would tend to carry him into the south bank. He asked the Court to say that the captain was not culpable in regard to the accident, and to exonerate him from all blame.

The President announced that the Court would consider its finding which would be announced in due course.

EX-ACTIVE SERVICE MEN'S ASSOCIATION.

THE QUESTION OF A PAID SECRETARY DISCUSSED.

A meeting of the Ex-Active Service Men's Association was held last evening, presided over by Mr. L. D. Martyn (Chairman). It was suggested that, in view of the scanty attendances at the quarterly meetings they should be discontinued.

The members also discussed at great length the question of engaging a paid European Secretary for the Association, owing to the difficulty in securing an Hon. Secretary to fill the vacancy created by the pending resignation of the present Hon. Secretary (Mr. T. N. MacKintosh). It was suggested that the funds necessary for this be raised from a proposed increase of subscription from \$1 to \$2 per month. The proposal, which was put forward by the Chairman, was not received with great favour, and several members spoke against it including the President of the Association (Mr. N. Teesdale MacKintosh), who said that to adopt such a proposal would make it appear that the Association was weakening, and that the members were losing interest in it. What was wanted was a strong Committee to support the Secretary. An amendment "That the Committee be authorised to elect an Hon. Secretary from their midst who shall continue in office to next October" was carried. A further motion that the Hon. Secretary receive an honorarium of not less than \$300 a year was also carried.

The meeting then proceeded to elect members to fill vacancies on the Committee. The following were elected:—

Mr. H. W. Chaney (Vice-Chairman), Messrs. S. C. Feltham, H. H. Rose, T. N. MacKintosh and J. S. Beach (to be members of the General Committee).

The Chairman informed the members that it had been decided to re-open the EASMA bathing beach, during the coming summer.

ARMED ROBBERY AT HUNG HOM.

Whilst Yuen He and his three sub-tenants were sleeping at 84, Ma Tau Wai in the early hours of yesterday, six men raided the house. One was armed with a chopper, another with a dagger, and a third with a revolver. The visitors threatened the inmates with their arms, and decamped with money and jewellery collectively valued at \$80.

next place, and so on. They had been every inch of the way and knew the set courses off by heart. There seemed a dual responsibility between the captain and the pilot. Officers on these boats were changed very frequently, and a new officer who knew nothing of the river could not be expected to tell the pilot, of all persons, what to do, and it was absolutely impossible for the captain to be on the bridge from the time the boat left the wharf at Hongkong till she reached Canton. Mr. Branton said that the quartermaster must have obeyed the order of the pilot; the *Hongshan* could not have been pointing to the shore had he not done so. It was an impossibility. He was used to obeying the orders of the pilots, and probably did it instinctively.

There were three reasons for the accident: the first that the pilot placed the boat on a different course without the knowledge of the captain. The captain thought that the usual course had been set and that she should therefore have been nearer to the north bank. The second was that there was no light visible on the Junk Rock buoy. The evidence was conclusive. What Capt. Haycock saw at 5:40 a.m. had no bearing at all. The third reason was that the captain's orders were countermanded. The act of porting the helm turned the boat on to the rock, whereas, had she continued to bear to the starboard, there was a possibility that she would have got through on the south of the rock without touching. She might have got through and then the captain could have given the order to port and they would have got in the straight again. Mr. Potter had said that the captain should have known his position. Three things pointed to the opposite. He did not know that the usual course was not being followed; he thought the sampans were ferry boats which ran to the north side of the river; and he did not know that there was a flood tide running which would tend to carry him into the south bank. He asked the Court to say that the captain was not culpable in regard to the accident, and to exonerate him from all blame.

The President announced that the Court would consider its finding which would be announced in due course.

EVERYTHING FOR TENNIS

OUR STOCK OF RACKETS INCLUDE

SPALDINGS 'EM'	...35.00
GOLD MEDAL	...33.00
TOURNAMENT	...24.00
SLAZENGERS 'IZ'	...35.00
PATERSON	...35.00
— AND THE	
LAKESIDE	...15.00

OUR MONTHLY CONSIGNMENT OF

TENNIS BALLS ENSURES OUR ALWAYS BEING ABLE TO SUPPLY YOU WITH THE LATEST AND BEST.

POSTS, PRESSES, NETS,

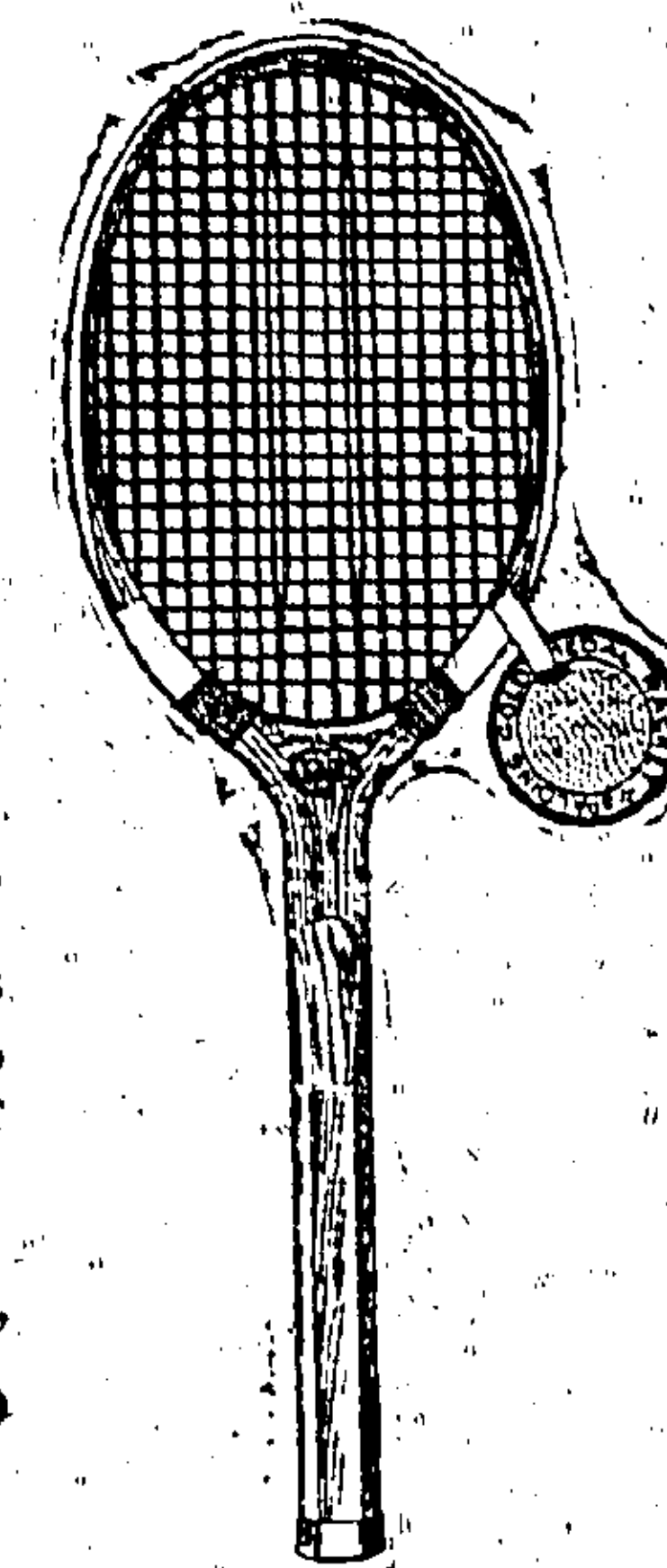
TAPES, GUT REVIVER AND

SCORE BOOKS.

ALWAYS IN STOCK.

LANE, CRAWFORD, LTD.

PHONE 4567.



PURE FRUIT ESSENCE

MAKES REFRESHING SUMMER DRINKS

35 cents will make 35 ozs. Syrup

BANANA
PINEAPPLE
RASPBERRIES
POMEGRANATE
MANDARINE

LEMON
CHERRY
STRAWBERRY
APRICOTS
ORANGEADE

THE CHINA DISPENSARY

82, QUEEN'S ROAD CENTRAL, HONGKONG.

NEW ENGLISH RECORDS

REGIMENTAL BAND OF

H.M. GRENADIER GUARDS

"THE SOBERER" Selection. In Two Parts. (Sullivan).
Introducing: Part 1—Est. Drink and be Gay; When he is Horn; Minuet;
John Wellington Wells. Part 2—Oh, Bitter Joy; You're everything I
dearest; I rejoice; Happy are we.

HAWAIIAN INSTRUMENTAL QUARTETTE

3367 BROKEN HEARTED MELODY WALTZ

HULA-HULA ROSE WALTZ

LEO CHERNIAVSKY (Violin Solo)

JAN CHERNIAVSKY (Pianoforte Solo)

3368 PADEBIEWSKI'S MINUET—Paderewski-Kreisler

LAU COUVENT (A. Borodine)

NO SCRATCH.

ANDERSON'S.

Wm Powell Ltd.
12, Des Voeux Rd.

New Spring Novelties.

FRENCH RATINE

in the Latest Colourings.

MOROCCO CREPE

used by the Leading French Dressmakers.

EMBROIDERED

CREPES AND VOILES

in Dainty Effects.

PRINTED COTTON VOILES

in Many Interesting Designs.

NEW ADVERTISEMENTS

ST. JOHN'S CATHEDRAL.

GOOD FRIDAY, APRIL 18TH, 1924.

A SPECIAL CHOIR OF 50 VOICES

Will Sing

A SPECIAL SELECTIONS

From

HANDEL'S "MESSIAH,"

Also Works for

UNACCOMMODATED QUARTERS AND CHORES.

SOLOISTS:

Mrs. D. J. BROWN, Mrs. G. A. CLEMENTS.

Mrs. S. COLLETT, Mrs. N. MATTHEWS.

Mr. H. G. ANSON, Mr. A. P. GLAVILLE.

Mr. G. H. PIERCE.

GOOD FRIDAY EVENING

at 8.15.

COLLECTION FOR CATHEDRAL

ORGAN FUND.

[610]

THE EAST ASIATIC CO., LTD.,

COPENHAGEN.

[610]

THE MOTOR SHIP

"CHILE"

Having arrived, Consignees of Cargo are

hereby informed that all Goods are being

landed and placed at their risk into the

hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Co., Ltd., where delivery can be

obtained as soon as the goods are landed.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 18th of April, 1924,

will be subject to rent.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on the 15th April, 1924, at 10 a.m.,

by Messrs. Goddard and Douglas.

Claims against the vessel must be pre-

sented to the Underwriter before the 21st

April, 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNESS & CO., LTD.,

Agents.

[624]

HOLLAND-OOST AZIJ LIJN

(HOLLAND-INDIA LINE)

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM,

HAMBURG AND BREMEN.

THE Steamship

"OOSTERK".

Having arrived from the above ports, Consignees

of Cargo by her are notified that all Goods are

being landed at their risk into the hazardous

and/or extra-hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Co., Ltd.,

whence and/or from the wharves delivery may

be obtained.

Goods not cleared by the 16th April, 1924,

will be subject to rent.

All broken, chafed and damaged packages are

to be left in the Godowns, where they will be

examined on the 15th April, 1924, at 10 a.m.,

by Messrs. Goddard and Douglas.

Claims against the steamer must be presented

in writing within five days after arrival of

steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the

Underwriter in any case whatever.

Bills of Lading will be countersigned by

JAVACHINA-JAPAN L.I.N.

General Agents.

[618]

RICKMERS LINIE.

NOTICE TO CONSIGNEES.

FROM BREMEN, HAMBURG AND

ANTWERP.

THE Steamship

"VORWARTS"

Having arrived from the above ports, Consignees

of Cargo are hereby informed that all Goods are

being landed at their risk into the hazardous

and/or extra-hazardous Godowns of the Hong-

kong and Kowloon Wharf and Godown Co., Ltd.,

whence and/or from the wharves delivery may

be obtained.

Optional Goods will be carried on unless

instructions are given to the contrary before

Noon, To-morrow.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on 16th instant, at 10 a.m.

All Claims must be presented within fifteen

days of the steamer's arrival here, after which

date they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remain-

ing undelivered after the 17th instant, will be

subject to rent.

Consignees of Cargo are hereby notified that

they must produce an Import permit signed by

the Superintendent of Imports and Exports,

Hongkong, before Bills of Lading can be

countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

NAAMLOZE VERENIGING

CARL BODIKER & CO'S

HANDELSMAATSCHAPPIJ (LTD.),

Agents, Rickmers Linie.

[619]

THE PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

STEAMER FOR SINGAPORE, PENANG,

COLOMBO AND BOMBAY.

THROUGH BILLS OF LADING ISSUED

FOR EGYPT, MEDITERRANEAN

AND CONTINENTAL PORTS

AND LONDON.

THE Steamship

"LAHORE"

carrying His Majesty's Mails, will be despatched

from this port at Noon, on WEDNESDAY,

the 16th April, taking Cargo for the above

Ports.

Suez and Valuable Cargo for Italy, France

and London (under arrangement) will be con-

veyed by this Steamer proceeding to Bombay

and there transhipped to the on-carrying

Steamer for Marseilles and London.

Parcels will be received at the Office up to

5 p.m. the day before sailing. The contents

and value of all packages are required.

For further particulars, apply to

MACKINNON, MACKENZIE & CO.,

Agents.

[620]

Hongkong, 10th April, 1924.

NEW ADVERTISEMENTS

NOTICE.

WE have THIS DAY established our

self as IMPORT and EXPORT

MERCHANTS and COMMISSION

AGENTS.

BAYER, BEITZER & CO.

2nd floor, Queen's Building,

Tel. No. 4855, Central.

[623]

Hongkong, 10th April, 1924.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

WEATHER and Ground permitting the

Re-play of the Match

NG SZE KWONG v. T. HONDA

will take place on MONDAY, 14th APRIL.

Play to START at 4 p.m.

Seats on the Stands will be reserved. Mem-

bers, Subscribers and Holders of "Privilege

Tickets" may book Seats at the Pavilion up to

8 p.m. FRIDAY, 11th APRIL. Booking thereafter

will be at Messrs. MORRIS & Co. Price—\$1

each.

Ticket-holders are requested to consult Plan

on Back of Ticket.

[621]

THE HONGKONG LAND RECLAMA-

TION COMPANY, LIMITED.

NOTICE.

A MEETING of the CREDITORS of the

Company will be held on the TWENTY-

EIGHTH day of APRIL, 1924, at the Office

of THE HONGKONG LAND INVESTMENT

AND RECLAMATION COMPANY, Limited, 11, Queen's Road

Central, Victoria, in the Colony of Hongkong,

at ELEVEN o'clock in the FORENOON, pursuant

to the provisions of Section 181 of the

Companies Ordinance, 1911.

At this Meeting the Creditors will be asked to

determine whether an application should be made

to the Court for the appointment of any person

as Liquidator in the place of or jointly with

the Liquidator appointed by the Com-

pany, or for the appointment of a Committee

of Inspection.

L. S. GREENHILL,

Liquidator.

THE HONGKONG LAND RECLAMA-

TION CO., LTD.

[600]

Hongkong, 9th April, 1924.

NOTICE.

NOTICE IS HEREBY GIVEN That

Script No. 1227 for 500 shares Ewo

Cotton Mills Ltd., in the name of Mr. EWE

ABRAHAM of Hongkong together with a

duly executed transfer deed purporting to

assign the said shares has been lost.

The said shares are the property of the

Underwriter and application has been duly

made to the Company for the issue of a

Duplicate Script.

The public is therefore warned against deal-

ing with the said Shares without reference to

the Underwriter. Any person having any

knowledge as to the whereabouts of the said

script is asked to communicate with the Under-

writer.

ELLIS & CO.

No. 25 Lee House Street.

[617]

THE HONGKONG JOCKEY CLUB.

THE SECOND EXTRA RACE MEET-

ING will be held (weather permitting)

at HAPPY VALLEY on SATURDAY 19th

and MONDAY, 21st APRIL, commencing at

3 p.m. each day. The First race will be run

at 2.30 p.m.

The Charge for admission to the Public

Enclosure will be \$1. Soldiers and Sailors in

uniform half price.

Members are advised that they must show

their Season Tickets to obtain admission to

the Members' Enclosure.

Each member has the right of introducing

2 non-members to the Members' Enclosure,

tickets for whom can be obtained from Messrs.

LAWSON & DAVIS at \$5 each up to Friday,

April 18th.

The Stewards invite the ladies of Hongkong

to be present.

[616]

MACAO GOVERNMENT.

SALE OF ONE MOTOR BOAT AND

THE POLICE LAUNCH

"ALMIRANTE LACERDA."

NOTICE IS HEREBY GIVEN THAT

on the 20th MAY Next, at 2.30 p.m.,

WILL BE SOLD at the MACAO NAVAL YARD,

the undermentioned Vessels, which are no

longer suitable for the Naval service of this

Colony.

HULL ENGINES AND BOILERS OF

THE POLICE LAUNCH "ALMIRANTE

LACERDA" with the following characteristics:

Hull with Plank, Frames and Keel in

Teakwood.

Length overall 30'10" — Beam 14'0".

Maximum draught 6'3". System complete with

all Fittings. H.P. Cylinder 11" I.P.

22-3 HP. Stroke 16".

Boiler Cylindrical—Length 10'0" Diameter

7'3". Speed 10 knots. Displacement—about

100 Tons.

MOTOR-BOAT with 15 B.H.P. Pay and

Bowen Engine; Hull in China Pine, Frames

in Teak.

The above boats can be inspected at the

Macao Naval Yard any day and are to be

Sold under the present conditions:

The Tenders for the Boats shall be Sealed

and sent to this Office up to the 19th MAY,

1924.

The said Tenders must be accompanied by a

Remittance of \$500.00 for the Launch

"Almirante Lacerda" and \$50.00 for the Motor-

boat which will be Returned to Unsuccessful

bidders after the Auction.

The Balance of the Purchase Money must be

paid by the Successful Bidders within 24 hours

from the Acceptance, and the Boats removed

within 8 Days.

OTHER MATERIALS considered unsuit-

able for the same Naval Yard, will be put up

to Public Auction on the occasion, and the

Removal of the same must be immediately after

the Payment.

Secção de Administração e Contabilidade de

Marinha Colonial em Macau, 5 de Abril de 1924.

O Chefe da Secção,

CARLOS LUZ.

10th cen. da A.N.

[614]

INTIMATIONS

NOTICE OF REMOVAL.

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD., has

This Day TRANSFERRED its Office to No.

11, QUEEN'S ROAD CENTRAL (2nd

Floor), (Entrance: Lee House Street).

L. S. GREENHILL,

Acting Secretary.

[624]

Hongkong, 7th April, 1924.

GULA KALUMPONG RUBBER

ESTATE, LTD.

NOTICE IS HEREBY GIVEN that the

TRANSFER BOOKS of the Company

will be CLOSED from MONDAY, the 21st

MARCH, 1924, to FRIDAY, the 11th APRIL,

1924, both days inclusive.

By Order,

LOWE, BINGHAM & MATTHEWS,

Colonial Registrar.

[540]

Hongkong, 21st March, 1924.

PITMAN'S SHORTHAND.

AT THE ITALIAN CONVENT, 28,

CAINE ROAD, A Course for Beginners

starting on the 15th inst. Theory and

Speed Classes proceeding.

[605]

FOR SALE.

3,000 B.H.P. POWER PLANT.

THIS Plant consists of the following, all in

Working Order, having just recently been

in Full Use—

(A) Four "Mend" Gas Producers capable

of generating 400 H.P. each, with Gas

CABLES.

GERMAN REPARATIONS.
OFFICIAL REPORT BY DAWES
COMMITTEE.
GERMAN PRESIDENT TO CONTROL
THE BANK.

Paris, April 9th.
The following continues the previous sections of the official report by the Dawes Committee:
The German President and a board will administer the bank, while a general board, composed of 7 Germans and 7 foreigners, one each British, French, Italian, Belgian, American, Dutch and Swiss, will be given broad powers. One of its members will be a Commissioner, who will see that the provisions of the law with regard to the issue of notes and the maintenance of the reserves are observed.

The schedule of payments by Germany recommended by the experts corresponds with the second alternative cabled on the 6th inst., except the 2,500 million gold marks mentioned in the fifth year and onwards, instead of 2,400 million. The liability of 1,200 million gold marks in 1925/6 and 1926/7 will be reduced or increased by a maximum of 250 million if the proceeds of the controlled taxes and customs duties on alcohol, beer, tobacco and sugar fall short of one milliard by a cashed deficit, or if they exceed one milliard by one-third in excess. A corresponding provision is made for a reduction or increase of liability of 1,750 million goldmarks in 1927-8.

POWERS TO APPLY BALANCES.

The controlled taxes already mentioned will be under a foreign Commissioner, with a sub-Commissioner for each tax. As regards deliveries in kind, the experts believe that during the first two years the deliveries will automatically be limited, and that thereafter the programme will be considered by the transfer committee, consisting of a representative of the Reparations Commission and five foreign exchange experts from Great Britain, United States, France, Italy and Belgium, who will apply the bank balance deposited in the new issue bank to the account of the agent for reparations payments to the payment for deliveries in kind and the purchase of foreign currencies. As far as funds cannot be limited abroad without unduly prejudicing the foreign exchange market, they will be accumulated in Germany up to a maximum of five milliard gold marks.

TO STABILIZE CURRENCY.

When that limit is reached, the annual payment by Germany in her own currency in respect to the Peace Treaty charges will be reduced to an amount which can be remitted abroad yearly. Thus, if the annual liability recommended by the experts proves to exceed the export surplus which Germany is able to create, the annual burden will be automatically reduced to the amount of such surplus.

An essential part of the scheme is that Germany will issue in the first year a foreign loan of 500 million gold marks in proof to provided for currency stability and to finance deliveries in kind during the period of economic rehabilitation.

GERMANY NORMAL IN 1925.

London, April 9th.
It is noteworthy that under the experts' recommendations the Allies would make no direct call upon Germany's budget revenues for the next two years, seeing that the payment of one milliard gold marks in 1924/5 would be provided for by means of a foreign loan of 500 million gold marks and 200 millions from the railways. The payment of 1,200 millions in 1925/6 would be obtained by means of 500 millions from the railways, 125 millions from industrial debentures, and 500 millions from the sale of the railway company's shares. The payment of 1,200 millions in 1926/7 would comprise 550 millions from the railways, 200 millions from the transport tax, 250 millions from industrial debentures, and only 100 millions from the budget revenues. The payment of 1,750 millions in 1927/8 would comprise 60 millions from the railways, 290 millions from the transport tax, 300 millions from industrial debentures, and 500 millions from the budget revenues.

The experts assume that Germany's financial and economic situation will have returned to normal by the end of 1929/30. The payment of 2,500 millions in that year would comprise 600 millions from the railways, 200 millions from the transport tax, 300 millions from industrial debentures, and 1,200 millions from the budget revenues.

FRENCH NEWSPAPER OPINION.
Paris, April 9th.

The evening newspapers comment favourably upon the expert reports, from which they consider value is to be derived from their unanimity. They think they justify the French policy.

Le Temps, referring to the experts' recommendation that France and Belgium should forthwith abandon their exploitation of the Ruhr and Rhineland, pledges, while claiming a substitute for the completion of guarantees, says that France realises the extent of the sacrifice asked, but is ready to raise no obstacle to the agreement proposed.

GERMAN APPRECIATION.

Berlin, April 9th.
The early newspaper views vary from the Nationalist *Deutsche Zeitung*, which regards General Dawes' offer as distinctly pro-German and anti-French, to the *Deutsche Allgemeine Zeitung*, the industrialists' organ, which is at present prepared to concede that a great attempt has been made to solve the reparations questions in a business-like manner.

LATEST CABLES.

SIGNBOARD ON THE ROAD.

London, April 9th.

The experts' reports are being received in London as the most prominent signboard hitherto erected on the Reparations road, indicating that the end of the journey is near. Apart from Germany's attitude, the newspapers anticipate that the most likely snags to arise are, firstly, the fixation of the total sum payable by Germany, which the committee were forbidden to discuss; secondly, the oblique references to the absolute necessity of France abandoning economic control in the Ruhr, but as a business proposal, the reports are hailed as a solid achievement, being moreover encouragingly unanimous. Several commentators remark that the payment of £125,000,000 annually would severely strain any nation, nevertheless, the consensus plumps for the adoption of the reports, in the belief that the terms are well within Germany's capacity to accept.

EXPERTS' REPORT WELL RECEIVED
BY U.S. PRESS.

New York, April 9th.
The Press is unanimously of the opinion that the experts' report is an admirable document, showing the way to an ultimate settlement of vexed questions, while allowing Germany a chance to regain her feet firmly both financially and economically.

"FIGURES FAR TOO HIGH."
OPINION IN BERLIN OFFICIAL CIRCLES.

Berlin, April 9th.
Political circles here regard the experts' decisions, as far as already known, as containing the possibility of discussion. The opinion is held that the figures are far too high, but the proposals are assured a thorough examination.

EARLIER CABLES.

PEACE WITH TURKEY.
LLOYD GEORGE SAYS, TREATY IS
HUMILIATING.

London, April 9th.

The House of Commons unanimously passed the second reading of the Treaty of Peace with Turkey Bill. Mr. Lloyd George criticised the treaty as humiliating and cowardly, and possibly calamitous; but Mr. Baldwin thought that it was a remarkable feat that had been performed in view of the interval which had elapsed between the conclusion of hostilities and the signature of the Treaty. Mr. Ramsay MacDonald, winding up the discussion, laid emphasis on the desirability of passing the Bill, in order that we should be enabled to conclude the ratification forms and regularise the position with Turkey.

SOVIET ENVOYS IN LONDON.

London, April 9th.

Russian negotiators, headed by M. Rakovsky, arrived in London to-night. Ten Russian delegates, accompanied by numerous secretaries and officials, including a number of women, have arrived in London to attend an Anglo-Russian Conference to discuss debts and Treaty questions. M. Litvinoff was not present. He expects to arrive in six or seven weeks' time.

HOW FRANCE VIEWS RUSSIA.
FRENCH PREMIER'S OUTSPOKEN
STATEMENT.

Paris, April 9th.

M. Poincaré defined France's attitude towards Russia in the Senate, and stated that it was not because of Russia's internal regime that France had not resumed relations, but because the Soviet had not agreed to a settlement of the outstanding economic questions. This coincided with the United States' attitude. He had sent a note to Great Britain, regarding the forthcoming Anglo-Russian negotiations, drawing attention to the position of owners of Russian bonds, and submitting that any settlement reached must apply to the whole of the Russian debt. He asked Great Britain to have regard to this. At the same time he had instructed the French Ambassador not to make formal refusals in the event of Great Britain desiring France to participate in the Anglo-Russian conversations. He was quite ready to resume conversations when Russia showed herself disposed to pass from words to deeds. France was placing no obstacles in the way of private enterprise with Russia.

MINERS' BALLOTS.

NORTH OF ENGLAND DIVIDED ON
WAGES QUESTION.

London, April 9th.

The results of the North of England miners' ballots on the owners' terms, received so far, show that Northumberland, North Staffordshire, Yorkshire, and Leicestershire favour acceptance by substantial majorities, but the Lancashire and Cheshire returns indicate a large vote against acceptance, in consequence of the recommendation of the local federation.

EVICTIONS BILL NO. 2.

NEW MEASURE'S FIRST READING
IN THE COMMONS.

London, April 9th.

In the House of Commons, the new Evictions Bill was introduced by Major Wedgwood Benn prohibiting the eviction of distressed tenants and providing for the reimbursement of claims by the Local Authorities, the tenants to be provided with a certificate of immunity from eviction, and the Local Authorities to investigate applicants' resources, and, if necessary, to supplement them sufficiently to enable them to retain their homes and to be entitled to claim a refund of part of the money they have spent from the Treasury.

TO AVERT A LOCKOUT?

NEW MOVE BY SHIPBUILDING
MEN'S UNIONS.

London, April 9th.

At a conference in London of the shipyard unions involved in the Southampton strike, it was reported that there was a two-thirds majority for continuing the strike.

The executive of each affiliated union ordered the men to return to work to-morrow, and it is hoped that this will avert a strike.

TO-DAY'S DECISION.

Later.
The operation of the lockout has been suspended in the case of the other unions till April 11th (to-day), in order to give the Southampton members a further opportunity of resuming.

BRITISH TRADE RETURNS.

BIG IMPORTS INCREASE LAST
MONTH.

London, April 9th.

The Board of Trade returns show imports in March at £103,000,000, an increase of seven millions compared with February. Exports were sixty-one millions, a decrease of six millions sterling.

STATE-OWNED SHIPS.

LOSING DEAL BY FRENCH
GOVERNMENT.

Paris, April 9th.

The Chamber has adopted by 377 to 133 a Bill authorising contracts for the sale of state-owned vessels. The reporter stated that 422 ships, aggregating two hundred thousand tons, which cost 1,425 millions of francs, had realised 247 millions—*Reuter*.

HOLLAND AND RUSSIA.
PARLEYS TO RESUME SHORTLY.

The Hague, April 9th.

It is stated that the negotiations between Soviet Russia and the Netherlands, which were recently broken off, will shortly be resumed.

MURDERED U.S. CITIZENS.
TWO ASSAULTS REPORTED
KILLED.

London, April 9th.

A message from Tirana states that the Albanian gendarmerie killed two and wounded one of the murderers of the two Americans, De Long and Coleman. The other three, who escaped, are being pursued by gendarmes.

LATEST CABLES.

WORLD CHESS.

New York, April 9th.

By defeating Reti in the sixteenth round of the Chess Tournament, Dr. Lasker has drawn well into the leading position in view of Capablanca's only drawing with Marshall.

NEW YORK, April 9th.

In the seventeenth round of the Chess Tournament Doctor Lasker beat Yates. Janowski beat Maroczy, and Reti beat Tartakower. Marshall drew with Edward Lasker.

DR. LASKER HOLDS SUBSTANTIAL
LEAD.

Later.

By defeating Yates Doctor Lasker now holds a commanding lead of one game and a half over Capablanca, each having only five games to play.

EARLIER CABLES.

"DAMNABLE CONSPIRACY."

SENATOR WHEELER'S VIGOROUS
WORDS IN U.S. SENATE.

Washington, April 9th.

In the Senate, Senator Wheeler denounced the Federal jury indictment as the product of a damnable conspiracy. Senator Walsh, who supported him, introduced a resolution, which was supported by the Democratic leader, Senator Robinson, and carried *per. con.* appointing a committee of five Senators to investigate the charges against Senator Wheeler.

Special Service Squadron cheered by large crowds at Sydney.

SPECIAL SERVICE SQUADRON
CHEERED BY LARGE CROWDS AT
SYDNEY.

Sydney, April 9th.

The British squadron, arrived and received an enthusiastic welcome from large crowds.

JUSTICE FOR ALL.

SOLICITORS AS JUDGES IN NEW
IRISH COURTS.

Drastic changes, intended to bring the law to every man's door, are proposed by the Irish Free State Government.

Among the novelties, if the Judiciary Reorganisation Bill becomes law, will be:—

Vergil by majority votes of nine in juries for civil cases; Solicitors, as well as barristers, may become District Judges.

Mr. Hugh Kennedy, K.C., Attorney-General to the Free State, describes the new scheme in the *Law Journal*.

The vital principle of the scheme is decentralisation—devolution of a large amount of jurisdiction hitherto jealously retained in the central courts upon local courts, which will sit almost continuously. There will be two new kinds of these local courts—the Circuit Court of Justice and the District Court.

They will exercise between them, the functions, civil and criminal, of county courts and assizes, but with limited jurisdiction, excluding the capital crimes and the more important civil disputes.

The Assizes will be practically abolished though power is taken to send out the High Court judges to dispose of criminal business locally.

Commenting on the proposals, the *Law Journal* says:—

The project of decentralisation has received strong professional criticism in Ireland itself, and Lord Justice O'Connor has ventured even to enter his protest (as a retiring judge) in the columns of the *Freemans*.

But the safeguards which have been introduced seem to meet whatever of substance there may be in the objection, and we agree with the learned Attorney-General that the scheme deserves a fair trial, or, in his own words, "Let it be put to the test."

SCOTTISH LETTER.
THE PRINCE OF SCOTLAND AND
WALES.

[FROM OUR OWN CORRESPONDENT.]

Edinburgh, February 27th.

The Prince of Scotland is one of the titles to which the heir to the Throne has a right, though we never hear him called by it. In a lecture in University College, London, at which he noted Her Majesty the Queen was present, the lecturer, Dr. Walter Seton, referred to this fact, and said "it would cause an outburst of loyal enthusiasm in Scotland if, on the occasion of the forthcoming visit of His Royal Highness to Scotland, Scots were permitted to drink the health of the lad who was born to be King by his title Prince of Scotland and Wales, for which the precedent of centuries could be claimed." The suggestion, as might be expected, has at once aroused a heated controversy. We Scots are built that way, we are incapable of approaching any matter affecting our country with quiet reasonableness. Dr. Seton's position is that while the title "Prince of Scotland" is not the oldest title held by the Prince of Wales among his Scottish titles; the oldest title is Earl of Carrick, 1324, and next after that probably the Dukedom of Rothesay, created in 1309; still the Prince of Wales was Prince of Scotland as soon as his royal father became King on May 19th, 1306, but he was not created Prince of Wales until June 23rd, 1306. Put in another way, while His Royal Highness became Prince of Wales by special creation, he became Prince of Scotland by right of birth as soon as his Royal father became King. The objectors say that there is nothing to hinder anybody in Scotland from calling the Prince as Prince of Scotland, but they never do it. Why? When the title was in use there was a King of Scotland known to all the world by that title. That his heir should be called Prince of Scotland was then natural, and incapable of originating any misconception. But if to-day, when there is no King of Scotland known to all the world by that title, the use of the title Prince of Scotland would inevitably give rise to a Principality. Especially would it be the result if we were to accept Dr. Seton's suggestion and drink to the Prince of Scotland and Wales. That mongrel title would instantly "even us" with Wales. It will be seen, therefore, that we Scots have fine material for a bonnie fecht, such as our hearts love, and we owe a hearty vote of thanks to Dr. Seton for starting it.

THE PREMIER AND GOLF.

The reason why Mr. Ramsay MacDonald has looked somewhat jaded lately is the lack of exercise, particularly at golf. This is his favourite recreation, although he does not claim to be by any means an expert player. It is curious to meet typical of the Briton how soon he forgets past political differences. Some golf clubs closed their courses to Mr. MacDonald as the result of his attitude during the war, notably one at Lossiemouth, his birthplace, but since his accession to power he has been invited by several of them to play. I am told that he remains no ill-feeling towards anyone in consequence of their effective dislike of his views. It is quite probable that one famous club north of the Tweed which has invited him to become its president will find the invitation acceptable to the Prime Minister.

HOUND FOR CHINA.

J. M. Graham, who has played his last match for Heriot's on the Rugby field, will shortly proceed to London, and later on to China. Although not a scrum-monger of the heartiest type, Graham was one of the most valuable aids in the Goldenacre team. As a rover he had few superiors, and his tackling was of that kind which an opponent does not greatly relish.

THE SCOTTISH DOCKER.

Of late weeks the docker has been in the limelight in the area of industrial politics. He is a type apart, for though his labour may fall into the casual category—as it generally does—it is by no means unskilled work. It is not any man, though physically fit, who could step into his shoes without feeling sore and pinch of them. It is team work, and team work keeps a man up to the scratch. He must work in time with machinery, as a recruit marches to the tick of his metronome. His business also is with the essentials of life; he carries the food of a people on his shoulders. And, like life, he and his work are governed by the non-human forces of nature. In the ports of the Firth of Forth this is essentially so, and there his labour is casual. For the chief trade is with the Baltic ports and with the ports of the White Sea—ports which, during certain months of the year, are ice-bound.

man who takes up the calling of a docker is assumed to be equal to tackling a burden of anything from 2 to 5 cwt.

This, at least, is what may be required of the average grain worker. It sounds of a tall order, but it is not a matter of direct bulk. The experienced docker is a hand who has cultivated the knack of handling the best docker in the world is said to be the Chinese, and it is stated that the European has little chance of competing with him in the matter of dexterity and swiftness. Modern science has lightened the task of the docker. The newest cargo boats are equipped with double derricks, and the escalator has been brought into play in stacking grain. For all these improvements, it is no uncommon thing to see men at Leith Docks, stripped of coat and waistcoat, sweating on the coldest day in winter.

times, in order to earn more money—overtime is paid at the rate of time and a half—the men will work night and day, off-loading fruit, cement, or coal, at night, under the glare of powerful arc-lamps.

Unloading cement and coal is thirty work, and sobriety cannot be reckoned among the chief virtues of the docker.

A NEW GOLFING STORY.

A good golfing story and, I think, a new one comes from Aberdeen. Mr. A. Clark, the first captain and treasurer of the Northern Golf Club, has been recalling some picturesque incidents in the early days of that now flourishing association. Most of the members were working men, and before the eight hour day came into force they used to play their rounds in the evenings—often well into the night. On one occasion darkness set in before the game was finished, and one of the members was sent ahead to shout in the direction of the greens: "Do you see the mune?" "Aye," was the reply, "Well," said the guide, "that's the direction but nae see far!"

TINKLE OF THE COPPERS.

The broadcasting of the North U.F. Church service at Aberdeen on Sunday evening has provoked some of the usual caustic comments at the expense of the Granite City folk. One Sassenach commentator, who heard the service "as far away as London," says what tickled him most was the tinkle of the coppers when the collection was being taken. He declares that he did not hear the reverberation of a single threepenny bit.

Someone in the gallery shouted out "Britain!" Fixing him with his eye-glass, Mr. Chamberlain said: "Had I been Shakespeare I would have said 'Britain,' but he said 'England.'"

Some of the new Socialist Under-Secretaries are almost overcome by the size of their salaries. One whom I met the other day was frank in his observations on the subject. His salary of some £1,200 a year struck him as being "a lot of money." After a moment he added: "But I've got to work d-d hard for it."

General Sir Ian Hamilton, speaking on February 23rd, at a dinner of the Land Press Club, said it would be a very great and real economy to cut down the infantry by two-thirds and put the other infantry and mechanical transports.

Most of them, in the end, fall victims to varicose veins, and few of them can persist in their calling after the age of fifty. As a body, they are stated to work well and to grumble little.

IN MEMORY OF SIR WILLIAM WALLACE.

A tablet is to be placed in Westminster Hall in memory of Sir William Wallace and to mark the place of his trial there. Mr. John Robertson, M.P., one of the Scottish Socialist Whips, who has at the time taken a deep interest in all the historical associations of Westminster, has urged successive Ministers who have presided over the Office of Works to place in the hall some record of the trial of the Scottish patriot, and at last he has persuaded his Socialist colleague, Mr. Jowett, to agree to his request. In his letter to Mr. Robertson notifying his consent, Mr. Jowett says: "I know from contemporary documents that Wallace was tried in Westminster Hall on August 23rd, 1305, on a scaffold at the south end of the hall, and that a laurel crown was set on his head in reference to the alleged prophecy that he would be crowned in that hall." Doubtless the actual site was in front of the "King's Bench" marble seat, which stood against the south wall of the hall. The tablet is to be placed on the floor of the hall at, or near, the actual site where the scaffold stood for the purpose of his trial.

UNIVERSITY GOLF MATCHES.

The Scottish Universities Golf Society have assumed an active role under the energetic secretaryship of Mr. G. C. Munro. It is a body of whom comparatively little is heard considering how representative it is, standing on this side of the Border for all that the more widely known Oxford and Cambridge Golf Societies do on the other side. The visit of the latter society to East Lothian a year ago made a very interesting curtain-raiser to the golfing season, and whether or not a return visit is contemplated we are at any rate to have a visit from the present students of the two great English Universities following on their annual encounter at Hoylake at the end of March. They are to play tennis, presenting the present students of the Scottish Universities and also the Universities Golfing Society. These encounters will find the Scottish players somewhat out of practice, while the visitors will come with all the advantage of constant week-end matches continued right through the winter and culminating in the Hoylake meeting. But the Universities Society, at any rate should be able to put up a fight if it is represented at anything like its full playing strength.

BESSARD AND THE DOIR.

When the Clyde-side M.P.s arrived in the House of Commons, there was a disturbing rumour that all the English reporters in the Press Gallery would lose their jobs because only Scotsmen could understand the Clyde-side dialect. One is inclined to think that something akin to this has really happened, for in the Hansard report of the debate on unemployment the other night Mr. Kirkwood is officially reported to have interpreted Dr. Macnamara by saying, "Yes, of course, we know you." Then to Mr. Macnamara's reply, "Do you mean to say you are in office yourself?" Earlier in the proceedings something the Scots Minister of Health did is boldly reported as "Mr. Wheatley indicated assent." Whether he nodded or said something in broad Gaelic that no one understood is not stated. Perhaps he said "Och aye."

ENGLAND OR BRITAIN?

A discussion is taking place in the Press as to Mr. Joseph Chamberlain's quotations, and Sir D. M. Stevenson recalls that in his Rectorial Address to the Glasgow University students on "Patriotism," he quoted the lines from "Richard II."

"This royal throne of kings, this sceptred isle, this blessed plot, this earth, this realm, this England."

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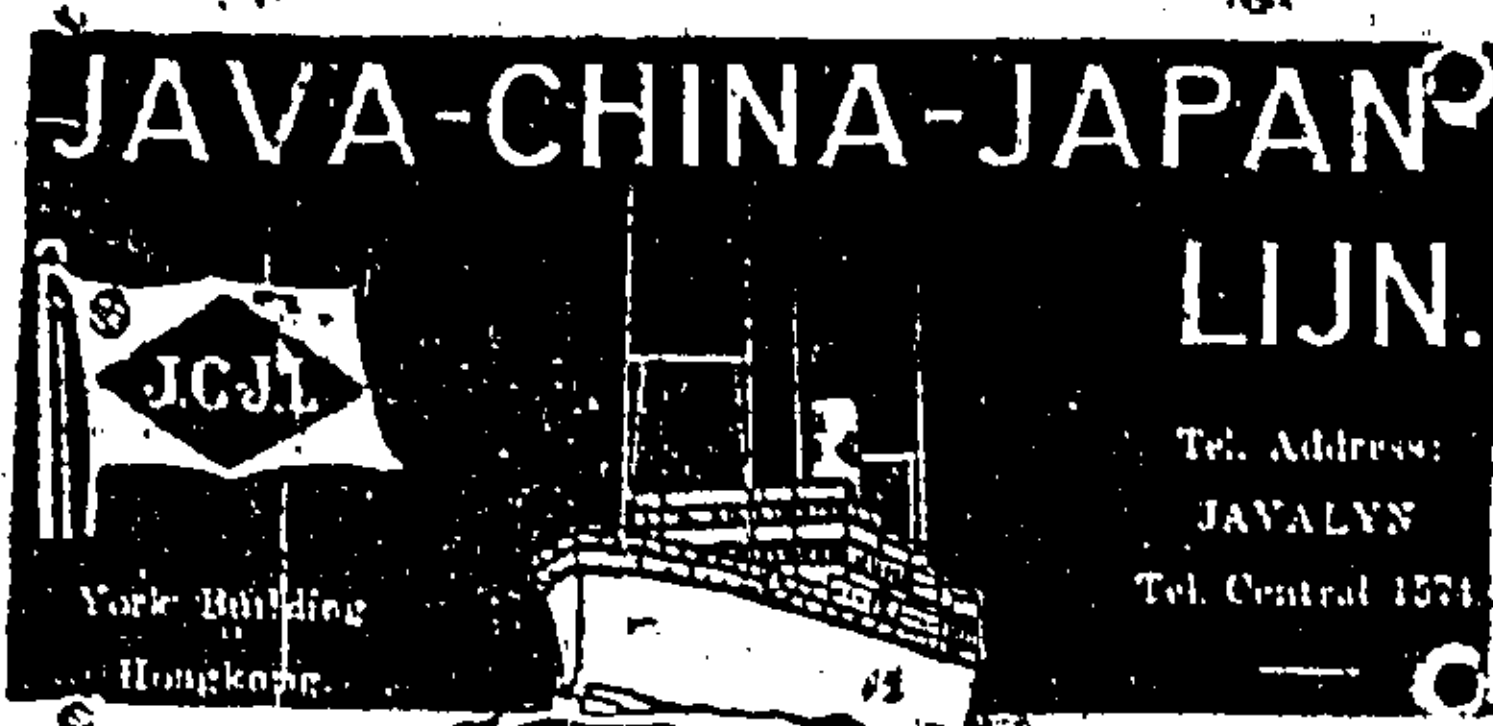
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TJISALAK	JAPAN	13th	18th	YOKOHAMA
TJILWONG	JAPAN	—	20th	YOKOHAMA
TJITAHOM	SHANGHAI	24th Apr.	28th	BATAVIA
TJIKEMBANG	—	30th	28th	JAPAN

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Arrivals from Europe.
S.S. "OOSTERK" ... due Hongkong 9th Apr.
S.S. "OUDERK" ... 6th May
S.S. "OLDEKERK" ... 3rd June

Sailings to Europe subject to alterations.

Steamers	For	Sailing on or about
S.S. "ALDERAMIN"	Rotterdam, Hamburg & Bremen	29th April, 1924.
S.S. "OOSTERK"	Amsterdam, Rotterdam, Hamburg & Bremen	6th of June, "

For full particulars, please apply to—

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SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.	
"LONDON MARU" ...	Wednesday, 30th Apr.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.	
"CHICAGO MARU" ...	Wednesday, 23rd Apr.
BOMBAY via Singapore and Colombo.	
"SHUNKO MARU" ...	Wednesday, 16th Apr.
"AMAZON MARU" ...	Sunday, 29th Apr.
BANGKOK, SAIGON via Singapore.	
"BUSHO MARU" ...	Thursday, 1st May
CALCUTTA via Singapore & Rangoon.	
"HAGUE MARU" ...	Saturday, 19th Apr.
VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.	
"BORNEO MARU" ...	13th
"ANNA MARU" ...	15th
"ALABAMA MARU" ...	Sunday, 13th Apr.
NEW YORK via Japan Ports, San Francisco and Panama.	
"HAYANA MARU" ...	Beginning of May.
JAPAN PORTS—Mojji, Kobe, Osaka, Yokkaichi and Nagoya.	
"ALABAMA MARU" ...	Sunday, 13th Apr.
"ANDES MARU" ...	Tuesday, 15th Apr.
KEELUNG via SWATOW & AMOY.	
"AMAKUSA MARU" ...	Sunday, 13th Apr. 11 a.m.
"KAIJO MARU" ...	Sunday, 20th Apr. 11 a.m.
TAKAO via SWATOW & AMOY.	
"TAKAO & KEELUNG."	
"BUSHO MARU" ...	Wednesday, 16th Apr.

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About 15th May, 1924.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M/S. "Chile" ...	11th April	—
M/S. "Africa" ...	8th May	15th June
M/S. "Malaya" ...	20th May	—
M/S. "Annam" ...	10th June	—

Subject to change without notice.

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SCOTTISH SPORT.

SCOTTISH RUGBY VICTORY.

GRAND FORWARD PLAY.

THIRD SOCCER CUP TIES.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, February 25th.

Although weakened behind the scrum by eleven-hour changes, the Scottish Rugby XV. managed to get the better of Ireland at Inverleith by 13 points to 8. For most of the game, which to a larger extent than had been expected was confined to the forwards, the issue was in doubt, and it was only towards the close that Scotland could claim any marked ascendancy over the robust and vigorous Irishmen. From first to last it was a case of countering hostile by hostile, and, as both packs were liberally endowed with muscle, the strenuous struggle for supremacy provided many lively exchanges and obstinate scrumming.

The game was yet young when it became apparent that the Irishmen were determined to allow the Scottish backs no scope for indulging in a display of what might be described as "brighter" Rugby, as they had done against Wales. And, strange to say, it was not entirely the impetuous Irish forwards who upset the Scottish three-quarters. Rather it was the superior speed of their backs. No sooner did the ball come out on the Scottish side of the scrum than the spoilers got to work, and attacks were either smothered and stamped out before they developed, or the attackers were so "bottled up" that tries seemed remote impossibilities. And yet during this period, before the one side had tried to exploit the weaknesses of the other, and when the green jerseys were hovering on the Scottish line, Scotland contrived to get what proved to be a winning lead of 10 points. Ireland had had nearly all the game, both territorially and from the point of view of initiative; Scotland had had but two chances, and in between a very bad quarter of an hour, when they were in dire straits with Ireland threatening to overrun them. Opportunism gave the home country a lead which on play up to that point was hardly deserved. Shortly afterwards the Irishmen had their reward, the Scottish defence being rather at sea. From that point almost to the end it was anybody's game, with the odds always slightly against Ireland. There was a brief period during the second half, when, with Ireland facing the breeze, the outlook for Scotland was none too bright. Only two points separated the teams, and Ireland were having rather the better of the argument, both in front and behind. Anxious moments passed. The brilliant spoiling tactics of their opponents took all the sting out of the Scottish attack. It was a grim fight. Hard knocks were given and taken, tempers were inclined to get a little ruffled, and stoppages for minor accidents were frequent. Now it was the turn of the Irishmen to carry play to the Scottish line—mightily onslaught—which always spelled danger. Now it was the Scottish forwards who swept down to the Irish goal with the ball at their feet. Rush followed rush, dash followed dash. Yet there was little to show for these great strivings, until another snatched try came Scotland's way, and after that there was not much doubt that Scotland would carry the day.

The closing stages were rather in the nature of an anti-climax. The pace slackened and the Scottish forwards had little difficulty in carrying the scrums. For the first time the ball came smartly from the Scottish forwards; but the half-backs had learned that little was to be gained by entrusting their partners in the centre with the ball, and that, on the contrary, a great deal might be lost. Wisely they decided that, apart from desultory attacks, judicious touch kicking should be the order of the day. And in the end Ireland went down, fighting stubbornly, before a slightly better team. The honours certainly lay with the Scottish forwards. In a less studious way they achieved just as much, as, if not more, than their opponents, for something was lacking in the Irish pack, good as it was. The unbounded vigour and whole-hearted enthusiasm for the task in hand which are characteristic, were there, and it can be said with truth that it fell only a little short of being a really great pack.

The Scottish team were:—
D. Drysdale (Heriot's);
I. S. Smith (Oxford University); J. G. Dykes (Glasgow Academicals); G. G. Aitken (Oxford University); and R. K. Millar (London Scottish);
H. Waddell (Glasgow Academicals) and W. E. Bryce (Selkirk);
J. C. R. Buchanan (Stewart's College);
captain: J. M. Bannerman (Glasgow High School); D. M. Bertram (Watsonians); J. R. Lawrie (Leicester); K. G. P. Hendrie (Heriot's); A. C. Gillies (Watsonians); R. Bowie (Kirkcaldy); and R. G. Henderson (Northern, Newcastle).

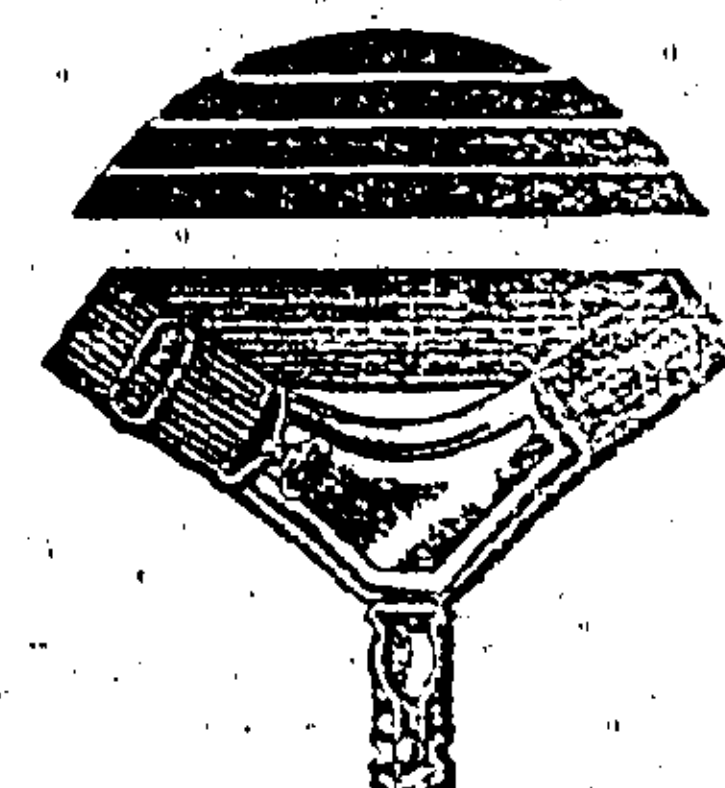
SENSATIONS IN THE CUP.
In the third round of the Scottish Cup there were two sensations, the defeat at home of Rangers and Raith Rovers by Hibernian and St. Bernard respectively. The ill-fate that has attended Rangers, in their quest for the Scottish Cup is proverbial, but notwithstanding all their past failures, there was a preponderance of opinion that this season they would succeed in capturing the prize that has so long eluded them. Conditions were well-nigh perfect, each side was similarly affected by the absence through injury of their regular centre-forward, and yet Hibernian won fairly and squarely. Rangers' reputedly incomparable forwards, supported by wing half-backs of supreme skill, were beaten by the ordinary defence of a club that occupies a comparatively modest position in the League. The other upturn was the defeat of Raith Rovers by a Second League club, St. Bernard's of Edinburgh—the feat revives memories of past triumphs of this once famous club, who won the Scottish Cup so far back as 1893. At Kirkcaldy they secured the only goal of (Continued on next column.)

WEATHER REPORT.

April 10th at 12.30.—Pressure has increased slightly and the wind, over Formosa and Hongkong, has decreased slightly from Shanghai to Hongkong. It is nearly stationary at other reporting stations.

Moderate monsoon may be expected along the S.E. coast of China and over the northern portion of the N. China Sea.
Hongkong rainfall for the 24 hours ending at 18 hours, April 10th, 1924, inch. Total since January 1st, 8.19 inches, against an average of 7.96 inches.
The forecast for the 24 hours ending at 18 hours, April 11th is as follows:—

DISTRICT	Forecast
Formosa Channel	N.E. winds, moderate; fair, fog or mist.
Hongkong to Gap Rock	do.
South coast of China between Hongkong and Lamock	do.
South coast of China between Hongkong and Hainan	do.



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Prince's Building HONGKONG



the game, by free, open football, against opponents who quite belied their big reputation. Hearts were another victorious club belonging to the Capital, scoring a success over Clyde. Aberdeen disposed of East Stirlingshire, a Second Division team. Ayr were successful against Clydebank, and Airdrie overwhelmed Motherwell.

In a League game, Dundee had much the better of Third Lanark. Celtic beat the Free State Football Association XI. at Dublin by 3 to 0.

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.			
TIENTSIN	via AMOY	"CHEONGSANG"	Friday, 11th Apr. Noon
MANILA	via SWATOW	"SUHANG"	Saturday, 13th Apr. 11 a.m.
SHANGHAI	via SWATOW	"FOOSANG"	Saturday, 13th Apr. Noon
HAIPHONG	via HOIHOW	"TINGSANG"	Sunday, 13th Apr. 7 a.m.
SHANGHAI	via SWATOW	"LEFSANG"	Sunday, 13th Apr. 10 a.m.
HANGKOK	via SWATOW	"MINGSANG"	Tuesday, 16th Apr. 7 a.m.
TSINGTAO	via SWATOW	"CHANGSANG"	Tuesday, 16th Apr. Noon
SHANGHAI	via SWATOW	"KWONGSANG"	Wednesday, 18th Apr. 7 a.m.
KORE	via MOI	"LAISANG"	Thursday, 17th Apr. Noon
SHANGHAI	via SWATOW	"WINGSANG"	Friday, 18th Apr. 7 a.m.
BANGKOK	via HOIHOW	"CHUNGSANG"	Friday, 18th Apr. 10 a.m.
TSINGTAO	via SWATOW	"YATSHING"	Wednesday, 23rd Apr. 7 a.m.
SHANGHAI	via SWATOW	"LAISANG"	Friday, 25th Apr. 1 p.m.
SANDAKAN	via SWATOW	"HOSANG"	Friday, 25th Apr. 7 a.m.
KORE	via SHANGHAI	"KUTSANG"	Tuesday, 29th Apr. 3 p.m.
STRAITS & CALCUTTA	via SWATOW		

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday, at 11 a.m.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong both ways.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, s.s. "HINSANG" and s.s. "MAUSANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datta.

TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, occasionally calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE

s.s. "KUTSANG" will be despatched on or about Tuesday, 29th April, 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

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For Freight or Passage apply to—

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GENERAL MANAGERS

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GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong	Discharges
"GLENAGARRY"	17th Apr.	"GLENAGARRY"	17th Apr.	17th Apr.
"GLENAMOY"	4th May	"GLENAMOY"	4th May	4th May
"GLENAPP"	15th May	"GLENAPP"	15th May	15th May
"CARMARTHENSHIRE"	29th May	"CARMARTHENSHIRE"	29th May	29th May

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.
THE GLEN LINE, LTD., AGENTS.

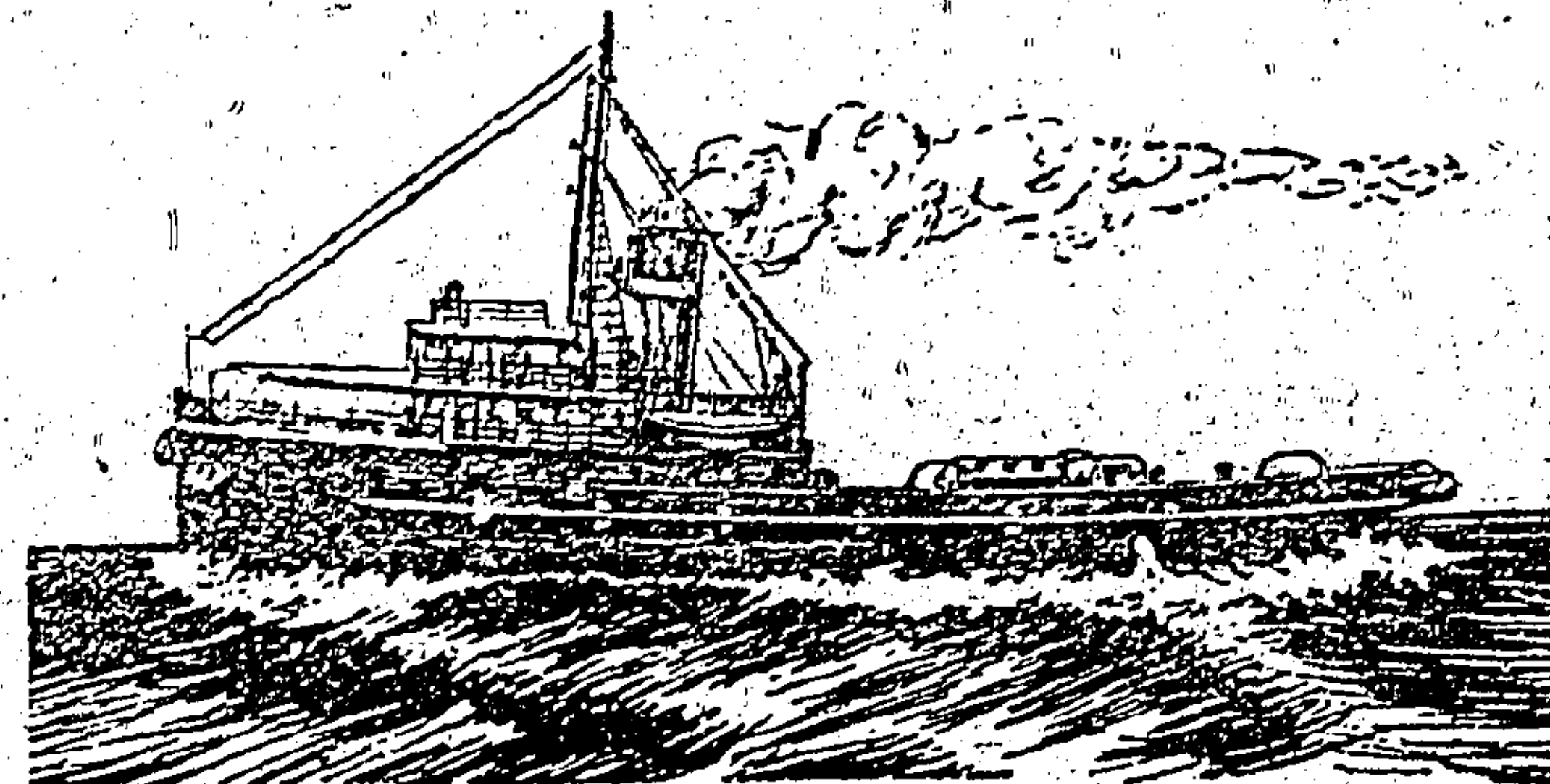
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TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

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Projected SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF CAIRO" 17th April ... Mars, L'don, R'dam, & Hamburg.
"CITY OF CHRISTIANIA" 25th April ... Do.

PASSENGER SERVICE.

"CITY OF CAIRO" 17th April ... Mars, L'don, R'dam, & Hamburg.
FARES TO LONDON.

1st Class "A" ... 2nd Class "A" ...
NOTE—Particularly Charge of Passage Rate by Cargo Steamers.

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AMERICAN & MANCHURIAN LINE

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Sailings from Hongkong.

"ATREUS" ... via Suez Canal ... 11th Apr.
"KNAHESBRO" ... via Suez Canal ... 21st Apr.
"KEEMUN" ... via Suez Canal ... 1st May.
"CITY OF ORAN" ... via Suez Canal ... 11th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
AMAZONE	—	—	13th April
ANGEON	—	—	27th April
CHAMBER	—	—	11th May
PAUL LECAT	20th Mar.	21st Apr.	18th May
ANDRE LEBON	27th Mar.	30th Apr.	25th May
AMBOISE	10th Apr.	12th May	8th June

RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).
A CLASS (1st Class) ... 2 55. 04. 04.
B CLASS (1st Class) ... 2 53. 04. 04.
STEAMERS 12nd ... 2 58. 04. 04.

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

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"CAPITAINE FAURE" loading for HAVRE, ANTWERP

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"COMMISSAIRE RAJEL" from DUNKIRK, LONDON & HAVRE is due

to arrive about the End of April.

Sailings subject to alteration without notice.

For full Particulars, apply to—

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(Occupying 9 or 10 Days)

HAIPHONG ... Capt. W. S. Turnhill ... Friday, 11th Apr. at 1 p.m.
"HAIPHONG" ... Capt. Ellis Walker ... Friday, 18th Apr. at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Bala Pier).

For Freight and Passage apply to—

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S.S. "CELTIC PRINCE" ... 22nd April.

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EGYPT, EUROPE, ETC.

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DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"LAHORE"	5,232	15th April	Singapore & Bombay.
"PADUA"	5,907	17th April	Singapore & Bombay.
"NELLOR"	5,454	17th April	Mars, L'don, A'werp & R'dam.
"CHINA"	7,912	19th April	Mars, L'don, A'werp & R'dam.
"AJUDAN"	6,898	25th April	Spore, Penang, Colombo & B'way.
"KALYAN"	9,118	2nd May	Mars, L'don, A'werp & R'dam.
"WIZASPORE"	7,715	7th May	Spore, Colombo & B'way.
"PLASSY"	7,425	17th May	Mars, L'don, A'werp & R'dam.
"KASHMIR"	8,983	24th May	do.
"SICILIA"	8,813	25th May	Spore, Penang, Colombo & B'way.
"KRIVA"	9,037	31st May	Mars, L'don, A'werp & R'dam.
"KASHGAR"	8,840	14th June	Mars, L'don, A'werp & R'dam.
"SOUDAN"	8,698	21st June	Spore, Penang, Colombo & B'way.
"MOREA"	10,911	28th June	Mars, L'don, A'werp & R'dam.
"KARMALA"	9,038	12th July	do.
"SICILIA"	8,813	22nd July	Spore, Penang, Colombo & B'way.
"MALWA"	10,811	28th July	Mars, L'don, A'werp & R'dam.
"DEVANHA"	8,092	9th Aug.	do.
"MANTUA"	10,902	23rd Aug.	do.
"KHYBER"	9,014	30th Sept.	do.
"KAISAR-I-HIND"	11,430	20th Sept.	do.
"KASHMIR"	8,983	4th Oct.	do.
"MOREA"	10,911	18th Oct.	do.
"KASHGAR"	8,840	1st Nov.	Mars, L'don, A'werp & R'dam.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,003	15th April	Singapore, Penang & Colombo.
"JAPAN"	6,032	29th April	do.
"TANDA"	4,955	8th May	do.
"TAKADA"	6,349	25th May	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	30th Apr.	Manila, Sandakan, Thursday
"EASTERN"	4,000	28th May	Ida, Kowloon, Brisbane,
"ARAFURA"	6,030	9th July	Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver
The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"TANDA"	6,956	15th Apr.	Moji & Kobe.
"PLASSY"	7,425	18th Apr.	Shanghai, Moji & Kobe.
"KRIVA"	9,037	2nd May	do.
"EASTERN"	4,000	3rd May	Moji & Kobe.
"TAKADA"	6,349	6th May	do.
"SICILIA"	8,813	13th May	Shanghai.
"KASHGAR"	8,840	16th May	Shanghai, Moji & Kobe.
"TORILLA"	5,205	20th May	Moji & Kobe.
"MOREA"	10,911	30th May	Shanghai, Moji & Kobe.
"ARAFURA"	6,030	7th June	Moji & Kobe.
"SOUDAN"	8,698	11th June	Shanghai.
"KARMALA"	9,038	13th June	Saagasa, Moji & Kobe.
"MALWA"	10,811	27th June	do.
"ST. ALBANS"	4,500	5th July	Moji & Kobe.
"SICILIA"	8,813	10th July	Shanghai.
"DEVANHA"	8,092	11th July	Shanghai, Moji & Kobe.
"MANTUA"	10,902	25th July	do.
"EASTERN"	4,000	2nd Aug.	Moji & Kobe.
"KHYBER"	9,014	8th Aug.	Shanghai, Moji & Kobe.
"KAISAR-I-HIND"	11,430	22nd Aug.	do.
"KASHMIR"	8,983	3rd Sept.	Moji & Kobe.
"ARAFURA"	6,030	6th Sept.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	18th Sept.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"MALWA"	10,811	18th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,038	1st Nov.	do.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
* Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section in their P. & O. Tickets, Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

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No. 37, Bonham Strand West. Top Floor King's Building.
Tel. Central No. 156. Tel. Central Nos. 140 & 4457.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	D.L.
SHANGHAI	"NINGPO"	On 11th Apr.	4 p.m.
AMOY, SWATOW & SINGAPORE	"KAYING"	On 13th Apr.	4 p.m.
SWATOW & SHANGHAI	"TOHANG"	On 13th Apr.	10 a.m.
SHANGHAI	"CHANGHOOW"	On 13th Apr.	4 p.m.
AMOY & SHANGHAI	"SUNNING"	On 14th Apr.	4 p.m.
SHANGHAI & TSINGTAO	"YINGCHOW"	On 15th Apr.	D.L.
SWATOW & BANGKOK	"KIANGSU"	On 15th Apr.	2 p.m.
SWATOW, SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"CHUNGKING"	On 15th Apr.	4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEIHOOW"	On 15th Apr.	4 p.m.
SHANGHAI	"SHANTUNG"	On 15th Apr.	D.L.
SWATOW & SHANGHAI	"SUIYANG"	On 17th Apr.	10 a.m.
SHANGHAI	"HANYANG"	On 18th Apr.	D.L.
SHANGHAI	"SZECHUEN"	On 18th Apr.	D.L.
HONGKAY & BANGKOK	"CHENAN"	On 19th Apr.	10 a.m.
SHANGHAI & TSINGTAO	"KANCHOW"	On 20th Apr.	D.L.

SHANGHAI LINE—Excellent Saloon accommodation and ships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fookow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Triang). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

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Steamer	Arr. Hongkong from Australia	Leaves Hongkong for Manila, Sandakan, Thars. Is. & Aus. Ports.
"TAIWAN"	26th April	1st May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

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S.S. "DAORE CASTLE" ... Sails on or about 6th May.

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£66.

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S.S. "AUSSA" ... Sails about 22nd April.
S.S. "DUCHESSA D'AOSTA" ... Sails about 4th May.
S.S. "SILVIO PELLICO" ... Sails about 1st June.
S.S. "NIPPON" ... Sails about 3rd June.
S.S. "ROSANDRA" ... Sails about 3rd July.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... Sails about 20th April.
S.S. "FUMI" ... Sails about 8th May.
S.S. "NUMIDIA" ... Sails about 11th May.
S.S. "AUSSA" ... Sails about 4th June.
S.S. "DUCHESSA D'AOSTA" ... Sails about 7th June.
S.S. "SILVIO PELLICO" ... Sails about 4th July.
S.S. "NIPPON" ... Sails about 8th July.
S.S. "ROSANDRA" ... Sails about 7th August.
* Cargo only.

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